



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.


About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

Cw. U.K.

X 625

B. 592 a 12

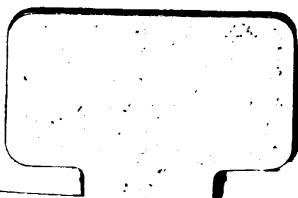


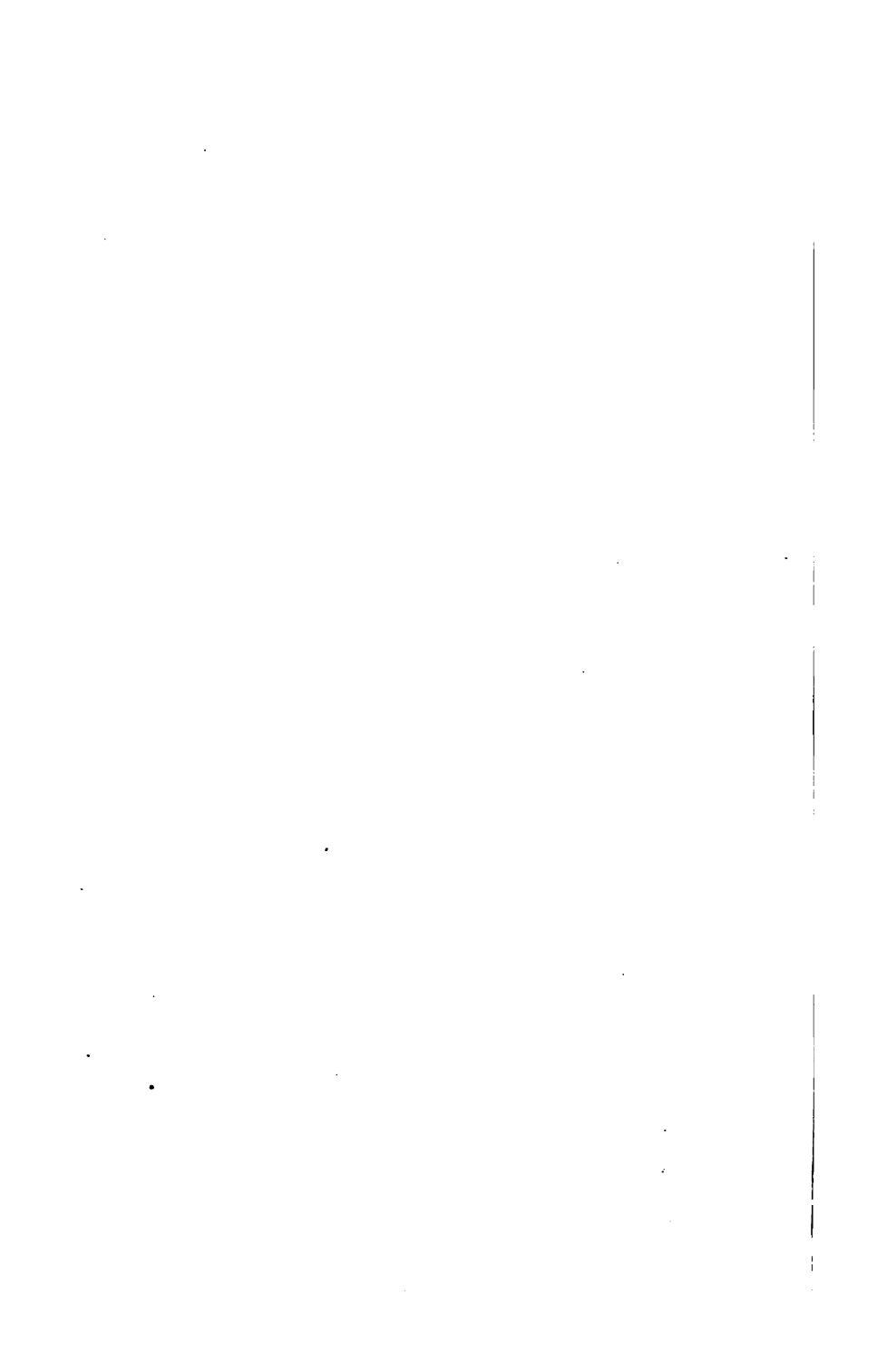
L.L.

OW . U . K .

X 625

B572a121





SUPPLEMENT
TO THE
TWELFTH EDITION
OF THE
GENERAL RAILWAY ACTS:

SUPPLEMENTING THE
ENACTMENTS RELATIVE TO RAILWAYS IN ENGLAND AND IRELAND, PASSED
IN SESSIONS 1857, 1866, 1869, 1870 AND 1871.

WITH INDEX.

FOURTH EDITION.

EDITED BY JAMES BIGG, ESQ.



Illustration.

*Published by WATERLOW & SONS, 49, Parliament Street.
Sold by FARNES & SONS, 29, Parliament Street; and P. S. EXON, 21,
Parliament Street, Westminster.*

Price 3s.

1872.



SUPPLEMENT
TO THE
TWELFTH EDITION
OF THE
GENERAL RAILWAY ACTS:

CONTAINING THE
ENACTMENTS AFFECTING RAILWAYS IN ENGLAND AND IRELAND, PASSED
IN SESSIONS 1867, 1868, 1869, 1870 AND 1871.

WITH INDEX.

FOURTH EDITION.

EDITED BY JAMES BIGG, ESQ.



Westminster :
Published by WATERLOW & SONS, 49, Parliament Street.
Sold by VACHER & SONS, 29, Parliament Street; and P. S. KING, 84
Parliament Street, Westminster.

Price 3s.]

1872.

CONTENTS.

| | PAGE |
|--|-------------|
| 80 & 31 Vict. c. 28. Labouring Classes Dwelling Houses . . . | U. K. 461 |
| 80 & 31 Vict. c. 83. Local Government Supplemental (No. 5) (as to the London and North-Western Railway Company) | E. 462 |
| 30 & 31 Vict. c. 90. Inland Revenue (as to Railways) . . . | U. K. 463 |
| 30 & 31 Vict. c. 104. Railways (Ireland) . . . | I. 464 |
| 30 & 31 Vict. c. 106. Poor Law Amendment (as to Railways). . . | E. 466 |
| 30 & 31 Vict. c. 110. Reserve Force (as to Railways) . . . | U. K. 467 |
| 80 & 31 Vict. c. 125. Contagious Diseases (Animals) (as to Railways) . . . | G. B. 468 |
| 30 & 31 Vict. c. 126. Railway Companies (Scotland) (as to England) . . . | S. 469 |
| 30 & 31 Vict. c. 127. Railway Companies . . . | E. & I. 470 |
| 30 & 31 Vict. c. 138. Railway Companies (Ireland) Temporary Advances . . . | I. 480 |
| 31 & 32 Vict. c. 18. Railways (Extension of Time) . . . | U. K. 482 |
| 31 & 32 Vict. c. 33. Cotton Statistics . . . | U. K. 486 |
| 31 & 32 Vict. c. 70. Railways Traverse . . . | I. 488 |
| 31 & 32 Vict. c. 79. Railway Companies . . . | U. K. 491 |
| 31 & 32 Vict. c. 81. Portpatrick and Belfast and County Down Railways . . . | S. & I. 492 |
| 31 & 32 Vict. c. 94. Railway Companies (Ireland) Temporary Advances . . . | I. 498 |
| 31 & 32 Vict. c. 110. Telegraph . . . | U. K. 500 |
| 31 & 32 Vict. c. 119. Regulation of Railways . . . | U. K. 518 |
| 31 & 32 Vict. c. 122. Poor Law Amendment (as to Railways) . . . | E. 544 |
| 31 & 32 Vict. c. 124. Inland Revenue (as to Railways) . . . | U. K. 545 |
| 32 & 33 Vict. c. 6. Railway Companies Meetings . . . | U. K. 546 |
| 32 & 33 Vict. c. 18. Lands Clauses Amendment . . . | E. 547 |
| 32 & 33 Vict. c. 44. Greenwich Hospital (as to Railways) . . . | E. 549 |
| 32 & 33 Vict. c. 48. Companies Clauses . . . | E. & I. 550 |
| 32 & 33 Vict. c. 55. Municipal Franchise (as to Railways) . . . | E. 552 |
| 32 & 33 Vict. c. 70. Contagious Diseases (Animals), (as to Railways) . . . | G. B. 553 |
| 32 & 33 Vict. c. 114. Abandonment of Railways . . . | U. K. 556 |
| 33 & 34 Vict. c. 19. Railways (Powers and Construction) Amendment . . . | U. K. 559 |
| 33 & 34 Vict. c. 36. Cattle Diseases (Ireland) (as to Railways) . . . | I. 563 |
| 34 & 35 Vict. c. 78. Regulation of Railways . . . | U. K. 565 |
| 34 & 35 Vict. c. 86. Regulation of the Forces (as to Railways) . . . | U. K. 580 |
| General Index to Supplement . . . | 582 |

PREFACE

THE twelfth edition of the "General Railway Acts" was published in October, 1866, having been carefully revised and corrected, so as to include all the existing enactments affecting railways in England and Ireland, complete to the close of 1866.

In Sessions 1867, 1868, 1869, 1870 and 1871 thirty-one statutes were passed, in whole or in part, affecting railways in England and Ireland. If these statutes had been annually incorporated in the volume published in 1866, it would have necessitated the publication of new editions, which would have superseded the twelfth edition, so that all the volumes since purchased would have been imperfect, and the purchase of a copy of the new edition would have in most cases been necessary.

To avoid the necessity of the too frequent publication of new editions, it has been decided in cases similar to the present, to issue a supplement to the previous edition, containing the new enactments, the purchase of which will, on the present occasion, complete the enactments affecting railways in England and Ireland, to the close of 1871.

The editor believes that this course has met with the approval of the numerous purchasers of the twelfth edition of the work, with many of whom he has been in communication, to whom he is greatly indebted, and to whose wishes he is at all times desirous to defer.

JAMES BIGG.

Parliament Street,
October, 1871.

STATUTES IN THE TWELFTH EDITION OF THE "GENERAL RAILWAY ACTS,"
WHICH ARE AMENDED BY ACTS PASSED FROM 1867 TO 1870.

- 1 & 2 Vict. c. 98. *Conveyance of Mails*. Amended by 31 & 32 Vict. c. 119, ss. 36, 37.
- 3 & 4 Vict. c. 97. *Regulation of Railways*. Sect. 20 repealed. 31 & 32 Vict. c. 119, s. 47, and sch. 2.—Repealed in part. 34 & 35 Vict. c. 78, sch. 2.
- 5 & 6 Vict. c. 55. *Regulation of Railways*. Sect. 19 repealed. 31 & 32 Vict. c. 119, s. 47, and sch. 2.—ss. 4 to 6 extended to new works. 34 & 35 Vict. c. 78, s. 5, ss. 7, 8, repealed by 34 & 35 Vict. c. 78, sch. 2.
- 7 & 8 Vict. c. 85. *Regulation of Railways*. Amended as to Railway Companies in Ireland, by 30 & 31 Vict. c. 104.—sect. 12 to be applicable to the conveyance by Railway, of the Reserve Force, 30 & 31 Vict. c. 110, s. 16.—sect. 23 repealed. 31 & 32 Vict. c. 119, s. 47, and sch. 2.—ss. 15, 16 repealed. 34 & 35 Vict. c. 78, sch. 2.
- 8 & 9 Vict. c. 16. *Companies Clauses*. Sect. 102 amended by 31 & 32 Vict. c. 119, s. 11.
- 8 & 9 Vict. c. 18. *Lands Clauses Consolidation*. Sect. 85 amended as to Railway Companies, and act amended as to costs of arbitration as to lands, 30 & 31 Vict. c. 127, ss. 36, 37.—Extended by 31 & 32 Vict. c. 119, s. 33. Amended by 31 & 32 Vict. c. 119, ss. 41 to 44. Amended by 32 & 33 Vict. c. 18.
- 8 & 9 Vict. c. 20. *Railways Clauses*. Sect. 110 applied to 31 & 32 Vict. c. 119, ss. 29, 40.
- 13 & 14 Vict. c. 83. *Abandonment of Railways*. Applied, extended, and amended by 30 & 31 Vict. c. 127, ss. 31 to 35.—Sect. 14 applied by 31 & 32 Vict. c. 18, s. 18. — Amended by 32 & 33 Vict. c. 114.
- 14 & 15 Vict. c. 70. *Railways (Ireland)*. Amended as to the trial of Traverses. 31 & 32 Vict. c. 70.
- 22 & 23 Vict. c. 59. *Railway Companies Arbitration*. Applied by 31 & 32 Vict. c. 110, s. 9, par. 10. Sects. 18 to 29, applied by 31 & 32 Vict. c. 119, s. 32.
- 23 & 24 Vict. c. 97. *Railways (Ireland) Amendment*. Amended as to the trial of Traverses, 31 & 32 Vict. c. 70.
- 26 & 27 Vict. c. 118. *Companies Clauses*. Sects. 21, 22, amended by 30 & 31 Vict., c. 127, ss. 24, 27.—Amended by 32 & 33 Vict. c. 48.
- 27 & 28 Vict. c. 71. *Railways (Ireland)*. Amended as to the trial of Traverses, 31 & 32 Vict. c. 70.
- 27 & 28 Vict. c. 120. *Railway Companies Powers*. Sect. 3, extended by 31 & 32 Vict. c. 119, s. 38.—Amended by 33 & 34 Vict. c. 19.
- 27 & 28 Vict. c. 121. *Railways Construction Facilities*. Amended and in part repealed, 32 & 33 Vict. c. 19, ss. 2, 5, 6.
- 29 & 30 Vict. c. 2. *Cattle Diseases Prevention*. Amended by 30 & 31 Vict. c. 125, ss. 23, 48.—Consolidated by 32 & 33 Vict. c. 70.
- 29 & 30 Vict. c. 23. *Labouring Classes Dwelling Houses*. Amended, by 30 & 31 Vict. c. 23, ss. 2, 3.
- 29 & 30 Vict. c. 44. *Labouring Classes Lodging Houses and Dwellings (Ireland)*. Amended by 30 & 31 Vict. c. 23, ss. 2, 3.
- 29 & 30 Vict. c. 95. *Railway Companies (Ireland) Temporary Advances*. Period extended for repayment of advances, 30 & 31 Vict. c. 108, s. 2; 31 & 32 Vict. c. 94, s. 2.

LABOURING CLASSES DWELLING HOUSES,
1867.

30 & 31 Vict. Cap. 28. An Act to amend "The
Labouring Classes Dwellings Acts, 1866."
[17th June, 1867.]

BE it enacted by the Queen's most excellent Majesty,
by and with the advice and consent of the lords spiritual
and temporal, and Commons, in this present parliament
assembled, and by the authority of the same, as follows :

1. This Act may be cited as "The Labouring Classes Dwelling Houses Act, 1867." Short title.

2. In the fourth section of "The Labouring Classes Dwelling Houses Act, 1866," the words "land or dwellings for the purposes of which the advance is made," and in the twelfth section of "The Labouring Classes Lodging Houses and Dwellings Act (Ireland), 1866," the words "lands, buildings, or premises for the purpose of which such advance shall be made," shall respectively be construed to include any land, buildings, or premises held together with and for the same estate and interest as the lands, buildings, or premises upon which the money advanced is to be expended under the provisions of the said acts respectively. Defining meaning of certain terms in 29 & 30 Vict. c. 28. and 44.

3. In the case of an advance under the provisions of either of the said acts to a company or society, any part of whose capital remains uncalled up or unpaid, it shall be lawful, in England for the public works loan commissioners, and in Ireland for the public works commissioners, to dispense with a mortgage of such capital remaining uncalled up or unpaid, or of such part thereof as they may think fit. In case of advances to company, part of whose capital is unpaid, loan commissioners may dispense with mortgage.

4. Notwithstanding the fifty-third section of "The Labouring Classes Lodging Houses Act, 1851," all the provisions of "The Labouring Classes Dwelling Houses Act, 1866," so far as they are applicable to Scotland, shall be deemed and construed to extend and apply to Scotland. Extending 29 & 30 Vict. c. 28. to Scotland.

LOCAL GOVERNMENT SUPPLEMENTAL
(No. 5.), 1867.

30 & 31 Vict. Cap. 83. An Act to confirm certain Provisional Orders under "The Local Government Act, 1858," relating to the districts of Ramsgate, Tunbridge Wells, Bognor, Newport, Chesterfield, Malvern, Great Harwood and Harrow, and for other purposes relating to certain districts under that Act [so far as it affects the London and North-Western Railway Company.]
[12th August, 1867.]

As to covering tank and deodorization of sewage of Harrow district.

15. The local board of health in and for the district of Harrow in the county of Middlesex shall well and effectually cover over, and at all times keep so covered over, any sewage tank, reservoir, or other works to be constructed on the pieces of land described in the schedule to the Harrow order in this act contained and thereby proposed to be purchased, and shall at all times in the removal and dispersion of sewage matter from any such tank, reservoir, or works adopt such means, by deodorization or otherwise, for the purpose of neutralizing any nuisance which might otherwise arise therefrom as shall from time to time be agreed upon by the respective principal engineers for the time being of the London and North-western railway company and of the aforesaid Harrow local board of health, or in the event of their not agreeing then as shall be determined by an engineer to be appointed by the board of trade on the application of either the railway company aforesaid or of the said local board of health; and all such works and acts shall be in all things at the expense of the said local board of health, but the costs of any such reference shall be in the discretion of such engineer so to be appointed as aforesaid.

INLAND REVENUE, 1867.

30 & 31 Vict. Cap. 90. An Act to alter certain duties, and to amend the laws relating to the Inland Revenue, [so far as it affects railways.]
[12th August, 1867.]

As to stamps.

20. From and after the passing of this Act the following documents shall be charged with the stamp duty of one penny; that is to say,

Stamp duties granted on certain documents.

Letter of allotment of any share of any company or proposed company, or in respect of any loan raised or proposed to be raised by any such company, or letter of allotment issued or delivered in the united kingdom of any share of any foreign or colonial company or proposed company, or in respect of any loan raised or proposed to be raised by or on behalf of any foreign or colonial government, state, company, or corporation; and the term "letter of allotment" herein-before used shall include letter of renunciation or other document having the effect of a letter of allotment in favour of any person:

Letters of allotment.

Scrip certificate or other document entitling any person to become the proprietor of any share of any company or proposed company, or scrip certificate or other document issued or delivered in the united kingdom, entitling any person to become the proprietor of any share of any foreign or colonial company or proposed company:

Scrip Certificates.

Scrip or other document denoting or intended to denote the right of any person as a subscriber in respect of any loan raised or proposed to be raised by any company, or any scrip or other document issued or delivered in the united kingdom denoting or intended to denote the right of any person as a subscriber in respect of any loan raised or proposed to be raised by or on behalf of any foreign or colonial government, state, company, or corporation.

Scrip.

21. If any person shall sign, grant, issue, or deliver any document chargeable with stamp duty under the provisions of the section lastly herein-before contained, before the same shall be duly stamped for denoting the said duty, he shall forfeit the sum of twenty pounds.

Penalty for signing, &c. the documents charged unstamped.

30 & 31 Vict. c. 90. i.

RAILWAYS (IRELAND), 1867.

30 & 31. Vict. Cap. 104. An Act to amend and extend as to Railways in Ireland the provisions of an Act of the seventh and eighth years of Victoria, intituled an Act to attach certain conditions to the construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament; and for other purposes in relation to Railways.

[15th August, 1867.]

7 & 8 Vict.
c. 85.

WHEREAS it is expedient to amend an Act passed in the session of parliament holden in the seventh and eighth years of the reign of her present majesty, intituled "An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament; and for other purposes in relation to Railways," so far as the same relates to the furnishing of accounts to the commissioners of her majesty's treasury by railway companies in Ireland :

Be it enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

Power to
treasury
to call for
accounts
of any rail-
way com-
pany in Ire-
land.

1. It shall be lawful for the commissioners of her majesty's treasury to direct any railway company in Ireland to furnish to them, on such day as they shall appoint, a full and true account of all moneys received and paid during a period of three years previous to the date of the last half-yearly account of such company on account of such railway or of any undertaking connected therewith (distinguishing, if the said railway shall be a branch railway or one worked in common with other Railways, the receipts, and giving an estimate of the expenses, on account of the said railway, from those on account of the trunk line or other railways,) by the directors of the company to whom such railway belongs or by whom the same may be worked; and also an account of the assets and liabilities of such company, at such time or times during the said period as the said commissioners shall specify; and such accounts shall be

30 & 31 VICT. c. 104. i.

duly audited and certified under the hands of two or more of the directors of such company.

2. It shall be lawful for the commissioners of her majesty's treasury, if and when they shall think fit, to appoint any proper person or persons for all or any of the purposes following; that is to say,

To inspect the accounts and books of any railway company in Ireland during the period of three years previous to the date of the last half-yearly account of such company;

To examine the railway, stations, works, buildings, engines, carriages, and other property, of whatsoever kind, belonging to any railway company in Ireland;

And any person so appointed may at all reasonable times, upon producing his authority, if required, inspect the books, accounts, and vouchers, and other documents of such company, at the principal place of business of such company, and may take copies or extracts therefrom, and enter upon and examine the railway or railways, and the stations, works, and buildings belonging to such company, and may inspect the engines and carriages and other property, of whatever kind, belonging to such company; and every such person may call for the production of any books, accounts, vouchers, or documents in the possession or power of such company which he may think necessary for the purpose of determining any question or questions connected with the inspection or examination which he is authorized to make, and may examine any person touching any matters connected therewith on oath, and may administer the oaths necessary for that purpose.

30 & 31 Vict.
CAP. 104.

Power to
treasury to
appoint persons to in-
spect ac-
counts, &c.
of railway
companies
in Ireland.

POOR LAW AMENDMENT, 1867.

30 & 31 Vict., Cap. 106. An Act to make the Poor Law Board permanent, and to provide sundry amendments in the laws for the Relief of the Poor—[so far as it relates to Railways].
[20th August, 1867.]

Voting of
corporations
and joint
stock com-
panies as
ratepayers.

10. Where any corporation aggregate, joint stock or other company, commissioners, or public trustees, shall be rated, any officer of such corporation, company, commissioners, or public trustees from time to time appointed by the governing body thereof whose name shall be sent in writing to the overseers before the first day of March in any year, to be entered in the rate book under the name of such corporation, company, commissioners, or public trustees, shall be entitled to vote in respect of the property assessed, as if he were assessed in his own name for the same, and in the case of a parish divided into wards shall vote in that ward where the principal office of the corporation, company, commissioners, or public trustees shall be situated, if any, or otherwise in that ward where the greatest part of the property assessed shall be situated.

RESERVE FORCE, 1867.

30 & 31 Vict. Cap. 110. An Act to consolidate and amend the Acts for rendering effective the service of Chelsea and Naval Out-Pensioners, and Pensioners of the East India Company, and for establishing a Reserve Force of men who have been in Her Majesty's service [so far as relates to Railways]. [20th August, 1867.]

16. For the purposes of all enactments relating to turnpike roads and to tolls, the men enrolled and officers and non-commissioned officers appointed under this act while on duty, or going to or returning from any place of training and exercise, or of permanent, voluntary, or other service, shall be deemed soldiers and officers of her majesty on duty, and all such enactments having reference to officers and soldiers on duty shall be construed accordingly; and the enactments for the time being in force concerning the conveyance by railway of her majesty's forces of the line, and their baggage, stores, arms, ammunition, and other necessities and things, shall apply to the conveyance of the reserve force, their baggage, stores, arms, ammunition, necessities, and things, and as well with respect to the officers and non-commissioned officers appointed under this act as with respect to the men enrolled in such force.

Provisions of turnpike and railway acts as to soldiers to apply to the force under this act.
7 & 8 Vict. c. 85, s. 12.

CONTAGIOUS DISEASES, ANIMALS, 1867.

30 & 31 Vict., Cap. 125. An Act to continue and amend the Acts relating to Contagious or Infectious Diseases among Cattle and other Animals [so far as relates to Railways].

[20th August, 1867.]

Exception for railways. 23. The rules of this act with respect to infected places shall not restrict the moving of any animal or thing by railway through an infected place, such animal or thing not being stopped within the infected place.

Cleansing of Pens and Trucks.

Railway companies to disinfect carriages, boats, &c. 48. It shall be the duty of every railway or other company and every person carrying animals for hire to thoroughly cleanse and disinfect, in such manner as the privy council from time to time by order direct, all pens, carriages, trucks, horse-boxes, vehicles, and boats used by such company or person for the carrying of animals.

If any company or person on any occasion fails to comply with the requisitions of any such order, such company or person shall on every such occasion be deemed guilty of an offence against this act.

Section ten of the Cattle Diseases Prevention Act, 1866, shall extend to authorize entry by any such person as therein described on premises where he has reasonable grounds for supposing that any such pen, carriage, truck, horse-box, vehicle, or boat is to be found, and that in respect thereof any company or person has on any occasion failed to comply with the requisitions of any such order.

RAILWAY COMPANIES (SCOTLAND), 1867.

30 & 31 Vict. Cap. 126. An Act to amend the Law relating to Railway Companies in Scotland [so far as it relates to Railways in England].

[20th August, 1867.]

21. Where a company whose principal office is situate in Scotland have a railway or part of a railway in England the following provisions shall have effect:

Provision
for case
where rail-
way or part
in England.

(1.) Any petition for the approval and confirmation of a scheme under this act shall be presented to the court of session :

(2.) Where, after the presenting of any such petition, any person who is not amenable to the jurisdiction of the court of session brings an action or institutes any other proceeding against the company in England, the court of chancery may, on the application of the company on summons or motion, in a summary way, restrain the same, on such terms as the court thinks fit :

(3.) Notice of the presenting of the petition shall be published in the London Gazette, and after such publication no execution, attachment, or other process against the property of the company in England shall be available for any person who is not amenable to the jurisdiction of the court of session without the leave of the court of chancery, to be obtained on summons or motion in a summary way.

RAILWAY COMPANIES, 1867.

30 & 31 Vict. Cap. 127. An Act to amend the Law relating to Railway Companies.

[20th August, 1867.]

BE it enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

Preliminary.

Short title.

1. This Act may be cited as The Railway Companies Act, 1867.

Extent of act.

2. Except as in this act expressly otherwise provided, this act shall not extend to Scotland.

Interpretation of terms.

3. In this Act—

The term "company" means a railway company ; that is to say, a company constituted by act of parliament, or by certificate under act of parliament, for the purpose of constructing, maintaining, or working a railway (either alone or in conjunction with any other purpose) :

The term "action" includes suit or other proceeding :

The term "judgment" includes decree, order, or rule :

The term "share" includes stock :

The term "person" includes corporation :

The term "court of chancery" or "court" means the court of chancery in England or Ireland, as the case requires :

The term "gazette" means, with respect to England, the London Gazette, and with respect to Ireland, the Dublin Gazette.

Protection of rolling stock and plant.

Restriction on execution against personal property of company.

4. The engines, tenders, carriages, trucks, machinery, tools, fittings, materials and effects, constituting the rolling stock and plant used or provided by a company for the purposes of the traffic on their railway, or at their stations or workshops, shall not, after their railway or any part thereof is open for public traffic, be liable to be taken in execution at law or in equity at any time after the passing of this act, and before the first day of September, *one thousand eight hundred and sixty-eight*, 31 & 32 VICT. c. 127. i.

To be read "1870." See 31 & 32 Vict. c. 79.

where the judgment on which execution issues is recovered in an action on a contract entered into after the passing of this act, or in an action not on a contract commenced after the passing of this act; but the person who has recovered any such judgment may obtain the appointment of a receiver, and, if necessary, of a manager, of the undertaking of the company, on application by petition in a summary way to the court of chancery in England or in Ireland, according to the situation of the railway of the company; and all money received by such receiver or manager shall, after due provision for the working expenses of the railway and other proper outgoings in respect of the undertaking, be applied and distributed under the direction of the court in payment of the debts of the company and otherwise according to the rights and priorities of the persons for the time being interested therein; and on payment of the amount due to every such judgment creditor as aforesaid the court may, if it think fit, discharge such receiver or such receiver and manager.

30 & 31 VICT.
CAP. 127.

5. If in any case where property of a company has been taken in execution a question arises whether or not it is liable to be so taken notwithstanding this act, the same may be heard and determined on an application by either party by summons in a summary way to the court out of which the execution issued, or if the court is one of the superior courts of law, then to a judge of any one of those courts, and such determination shall be final and binding.

Determina-
tion of ques-
tions re-
specting
executions.

Arrangements.

6. Where a company are unable to meet their engagements with their creditors the directors may prepare a scheme of arrangement between the company and their creditors (with or without provisions for settling and defining any rights of shareholders of the company as among themselves, and for raising, if necessary, additional share and loan capital, or either of them), and may file the same in the court of chancery in England or in Ireland, according to the situation of the principal office of the company, with a declaration in writing under the common seal of the company to the effect that the company are unable to meet their engagements with their creditors, and with an affidavit of the truth of such declaration made by the chairman of the board of directors and by the other directors or the major part in number of them, to the best of their respective judgment and belief.

Preparation
and filing of
scheme of
arrange-
ment.

7. After the filing of the scheme, the court may, on the application of the company on summons or motion

Stay of
actions.

30 & 31 VICT. c. 127. ii.

30 & 31 VICT.
CAP. 127.

Notice in
gazette.
Stay of
executions,
&c.

Assent by
mortgagees,
&c.

Assent by
holders of
rentcharge,
&c.

Assent by
preference
share-
holders.

Assent by
ordinary
share-
holders.

Assent by
leasing com-
pany.

in a summary way, restrain any action against the company on such terms as the court thinks fit.

8. Notice of the filing of the scheme shall be published in the gazette.

9. After such publication of notice no execution, attachment, or other process against the property of the company shall be available without leave of the court, to be obtained on summons or motion in a summary way.

10. The scheme shall be deemed to be assented to by the holders of mortgages or bonds issued under the authority of the company's special acts when it is assented to in writing by three-fourths in value of the holders of such mortgages or bonds, and shall be deemed to be assented to by the holders of debenture stock of the company when it is assented to in writing by three-fourths in value of the holders of such stock.

11. Where any rentcharge or other payment is charged on receipts of or is payable by the company in consideration of the purchase of the undertaking of another company, the scheme shall be deemed to be assented to by the holders of such rentcharge or other payment when it is assented to in writing by three-fourths in value of such holders.

12. The scheme shall be deemed to be assented to by the guaranteed or preference shareholders of the company when it is assented to in writing as follows:—if there is only one class of guaranteed or preference shareholders, then by three-fourths in value of that class, and if there are more classes of guaranteed or preference shareholders than one, then by three-fourths in value of each such class.

13. The scheme shall be deemed to be assented to by the ordinary shareholders of the company when it is assented to at an extraordinary general meeting of the company specially called for that purpose.

14. Where the company are lessees of a railway the scheme shall be deemed to be assented to by the leasing company when it is assented to as follows:

In writing by three-fourths in value of the holders of mortgages, bonds, and debenture stock of the leasing company:

If there is only one class of guaranteed or preference shareholders of the leasing company, then in writing by three-fourths in value of that class, and if there are more classes of guaranteed or preference shareholders in the leasing company than one, then in writing by three-fourths in value of each such class:

30 & 31 VICT. c. 127. iii.

By the ordinary shareholders of the leasing company at an extraordinary general meeting of that company specially called for that purpose.

30 & 31 Vict.
CAP. 127.

15. Provided that the assent to the scheme of any class of holders of mortgages, bonds, or debenture stock, or of any class of holders of a rentcharge or other payment as aforesaid, or of any class of guaranteed or preference shareholders, or of a leasing company, shall not be requisite in case the scheme does not prejudicially affect any right or interest of such class or company.

Assent of
creditors,
&c. not
affected, un-
necessary.

16. If at any time within three months after the filing of the scheme, or within such extended time as the court from time to time thinks fit to allow, the directors of the company consider the scheme to be assented to as by this Act required, they may apply to the court by petition in a summary way for confirmation of the scheme.

Application
for confirm-
ation of
scheme.

Notice of any such application, when intended, shall be published in the gazette.

17. After hearing the directors, and any creditors, shareholders, or other parties whom the court thinks entitled to be heard on the application, the court, if satisfied that the scheme has been within three months after the filing of it, or such extended time (if any) as the court has allowed, assented to as required by this Act, and that no sufficient objection to the scheme has been established, may confirm the scheme.

Confirma-
tion of
scheme.

18. The scheme when confirmed shall be enrolled in the court, and thenceforth the same shall be binding and effectual to all intents, and the provisions thereof shall, against and in favour of the company and all parties assenting thereto or bound thereby, have the like effect as if they had been enacted by parliament.

Enrolment
and effect of
scheme.

19. Notice of the confirmation and enrolment of the scheme shall be published in the gazette.

Notice of
confirmation
of scheme.

20. The company shall at all times keep at their principal office printed copies of the scheme, when confirmed and enrolled, and shall sell such copies to all persons desiring to buy the same at a reasonable price, not exceeding sixpence for each copy.

Company to
keep printed
copies of
scheme for
sale.

If the company fail to comply with this provision they shall be liable to a penalty not exceeding twenty pounds, and to a further penalty not exceeding five pounds for every day during which such failure continues after the first penalty is incurred, which penalties shall be recovered and applied as penalties under The Railways Clauses Consolidation Act, 1845, are recoverable and applicable.

Penalty for
neglect.

21. Where a company whose principal office is situate

Provision for
cases where

30 & 31 Vict. c. 127. iv.

80 & 81 VICT.
CAP. 127.

railways or
part in
Scotland.

in England have a railway or part of a railway in Scotland the following provisions shall have effect :

- (1.) Any scheme under this Act shall be filed in the court of chancery in England :
- (2.) Where, after the filing of the scheme, any person who is not amenable to the jurisdiction of the court of chancery in England brings any action against the company in Scotland, the court of session may, on the application of the company by petition in a summary way, sist, stay, or interdict the same on such terms as the court thinks fit :
- (3.) Notice of the filing of the scheme shall be published in the Edinburgh gazette, and after such publication no diligence against the property of the company in Scotland shall be available for any person who is not amenable to the jurisdiction of the court of chancery in England without the leave of the court of session, to be obtained on petition in a summary way :

In this section the term "court of session" means either division of the court of session, or in time of vacation the lord ordinary officiating on the bills.

General
orders for
regulation
of practice
in court of
chancery.

22. The lord chancellor of Great Britain, with the advice and assistance of the lords justices of the court of appeal in chancery, the master of the rolls, and the vice-chancellors, or any two of those judges, and the lord chancellor of Ireland, with the advice and assistance of the lord justice of appeal in chancery and the master of the rolls, or one of them, may from time to time make general orders for the regulation of the practice of the courts of chancery in England and Ireland respectively under this Act.

Loan capital.

Priority of
mortgages.

23. All money borrowed or to be borrowed by a company on mortgage or bond or debenture stock under the provisions of any act authorizing the borrowing thereof shall have priority against the company and the property from time to time of the company over all other claims on account of any debts incurred or engagements entered into by them after the passing of this act : Provided always, that this priority shall not affect any claim against the company in respect of any rentcharge granted or to be granted by them in pursuance of The Lands Clauses Consolidation Act, 1845, or the Lands Clauses Consolidation Acts Amendment Act, 1860, or in respect of any rent or sum reserved by or payable under any lease granted or made to the company by any

person in pursuance of any act relating to the company which is entitled to rank in priority to, or *pari passu* with, the interest or dividends on the mortgages, bonds, and debenture stock; nor shall anything herein-before contained affect any claim for land taken, used, or occupied by the company for the purposes of the railway, or injuriously affected by the construction thereof, or by the exercise of any powers conferred on the company.

30 & 31 Vict.
CAP. 127.

24. Any company may create and issue debenture stock, subject to the provisions of part III. of The Companies Clauses Act, 1863, (relating to debenture stock,) and the said part III. shall, with respect to any special act of a company incorporating that part, whether passed or to be passed, be read and have effect as if the following words, that is to say, "not exceeding the rate prescribed in the special act, and if no rate is prescribed then not exceeding the rate of four pounds per centum per annum," had not been inserted in section twenty-two of that act; and for the purposes of the present section this Act shall be deemed a special act passed incorporating that part; and any special act of a company passed before the passing of this act prescribing any rate shall be read and have effect as if no rate had been prescribed therein.

Power to
issue debenture stock,
subject to
part III. of
28 & 27 Vict.
c. 118.

25. Provided that any debenture stock the creation whereof has been authorized by a company, but which has not been issued, before the passing of this act, shall not be issued on any terms other than those whereon it might have been issued if this act had not been passed, unless and until the issue thereof on terms other than as aforesaid is after the passing of this act authorized by the company in manner provided in section twenty-two of The Companies Clauses Act, 1863.

Restriction
on rate of interest on debenture stock already authorized.

26. Money borrowed by a company for the purpose of paying off, and duly applied in paying off, bonds or mortgages of the company given or made under the statutory powers of the company, shall, so far as the same is so applied, be deemed money borrowed within and not in excess of such statutory powers.

Advances to
meet debentures falling due.

Share Capital.

27. Section twenty-one of the Companies Clauses Act, 1863, shall, with respect to any special act of a company incorporating Part II. of that act, whether passed or to be passed, be read and have effect as if the following words, that is to say, "but so that not less than the full nominal amount of any share or portion of stock be payable or paid in respect thereof," had not been inserted in that section.

Power to
issue shares
or stock at
discount.

30 & 31 Vict. c. 127. vi.

30 & 31 VICT.
CAP. 127.

Power to
issue resi-
due of origi-
nal or other
capital at
discount.

Restriction
on issuing
at discount
of shares or
stock al-
ready autho-
rized.

Audit of
railway ac-
counts.

[See 31 & 32
VICT. c. 119,
s. 3.]

28. Any shares forming part of the capital (whether original or additional) authorized to be raised by any special act of a company passed before the present session, which have not been disposed of, may be disposed of in manner provided by Part II. of The Companies Clauses Act, 1863, as amended by this act, and that part, as so amended, shall be deemed incorporated with such special act accordingly.

29. Provided that any shares the creation whereof has been authorized by a company, but which have not been issued, before the passing of this act, shall not be issued on any terms other than those whereon the same might have been issued if this act had not been passed, unless and until the issue thereof on terms other than as aforesaid is after the passing of this act authorized by the company in manner provided by Part II. of The Companies Clauses Act, 1863.

30. No dividend shall be declared by a company until the auditors have certified that the half-yearly accounts proposed to be issued contain a full and true statement of the financial condition of the company, and that the dividend proposed to be declared on any shares is bona fide due thereon after charging the revenue of the half year with all expenses which ought to be paid thereout in the judgment of the auditors; but if the directors differ from the judgment of the auditors with respect to the payment of any such expenses out of the revenue of the half year, such difference shall, if the directors desire it, be stated in the report to the shareholders, and the company in general meeting may decide thereon, subject to all the provisions of the law then existing, and such decision shall for the purposes of the dividend be final and binding; but if no such difference is stated, or if no decision is given on any such difference, the judgment of the auditors shall be final and binding; and the auditors may examine the books of the company at all reasonable times, and may call for such further accounts, and such vouchers, papers, and information, as they think fit, and the directors and officers of the company shall produce and give the same as far as they can, and the auditors may refuse to certify as aforesaid until they have received the same; and the auditors may at any time add to their certificate, or issue to the shareholders independently at the cost of the company, any statement respecting the financial condition and prospects of the company which they think material for the information of the shareholders.

Abandonment.

Provisions
of 13 & 14

31. The Abandonment of Railways Act, 1850, shall 30 & 31 VICT. c. 127. vii.

extend and apply to all companies authorized to make railways by act of parliament passed before the present session, subject and according to the following provisions:

- (1.) Section thirty-one of that act shall be read and have effect as if The Companies Act, 1862, were referred to therein instead of The Joint Stock Companies Winding-up Act, 1848, or any act amending the same:

- (2.) Section thirty-five of the said act of 1850 shall be read and have effect as if the date of the twenty-first day of May one thousand eight hundred and sixty-seven were therein substituted for the date of the eleventh day of February one thousand eight hundred and fifty:

- (3.) Nothing in the said act of 1850 or this act shall be deemed to make it obligatory on the board of trade to authorize the abandonment of a railway or part of a railway on any application in that behalf, and the board of trade shall not authorize such abandonment in any case unless it appears to them just and expedient so to do, and the board of trade may, if they think fit, refuse in any case to authorize such abandonment, except on condition of the money deposited as security for the completion of the railway, or the stocks, funds, or securities on which the same is invested, or the money secured by any bond conditioned for completion of the railway, or for payment of money in default thereof, being applied as part of the assets of the company.

32. Where it is shown to the satisfaction of the board of trade, with respect to a company authorized to make a railway by act of parliament passed before the present session, that no part, or a part less than three fifths, of the share capital of the company, has been subscribed, the board of trade may, if they think fit, proceed under the said act of 1850, as extended by this act, on the application of any person named in the special act incorporating the company as a member or director thereof, or of any person named in the warrant or order directing payment of any deposit under any standing order of either house of parliament, or of any person who has lent the amount of such deposit, or any part thereof, or has entered into any bond conditioned for the completion of the railway, or for payment of any money in default thereof, and without the preliminary consent of a meeting of shareholders of the company.

30 & 31 VICT. c. 127. viii.

30 & 31 VICT.
CAP. 127.

VICT. c. 83,
as to abandonment of railways to apply to all companies authorized to make railways before this session.

Abandonment where three fifths of capital not subscribed.

30 & 31 VICt.
CAP. 127.

Compensation
for
damage to
land by
entry, &c.

Cancellation
of bonds for
completion
of railways,
and release
of deposit.

Protection
for board of
trade in case
of error.

Amendment
(as to rail-

33. The authority given under this act for the abandonment by a company of any railway or part of a railway shall not affect the right of the owner or occupier of any lands that have been temporarily occupied by the company to receive compensation, in accordance with the provisions of The Railways Clauses Consolidation Act, 1845, for such temporary occupation, or for any loss, damage, or injury that has been sustained by him by reason thereof, or of the exercise as regards such lands of any of the company's powers.

34. Where a warrant for abandonment is granted under The Abandonment of Railways Act, 1850, as extended by this act, the commissioners of her majesty's treasury may cancel and deliver up any bond entered into by or on behalf of a railway company for securing the completion of a railway, or, in case the abandonment be of part of the railway only, may cancel and deliver up such bond on receiving another bond in lieu thereof conditioned for payment of a due proportionate part of the amount secured by such former bond; and any money remaining deposited as security for the completion of the railway, or the stocks, funds, or securities in which the same is invested, or any bank annuities, stocks, funds, securities, or exchequer bills remaining deposited as such security, or in case the abandonment authorized is of part only of a railway, then such proportionate part as the board of trade thinks fit of such money, stocks, funds, securities, annuities, or exchequer bills, shall be paid, transferred, or delivered out to the persons who would be entitled to receive the same if the railway had been completed and opened for public traffic; and the court of chancery shall, on the application of those persons, order payment, transfer, or delivery out thereof accordingly, on a certificate of the board of trade certifying that such a warrant for abandonment has been granted.

35. The issuing in any case of any warrant or certificate relating to deposit, or to any money, stocks, funds, securities, bank annuities, or exchequer bills deposited, or any error in any such warrant or certificate, or in relation thereto, shall not make the board of trade, or the person signing the warrant or certificate on their behalf, in any manner liable for or in respect of the money, stocks, funds, securities, bank annuities, or exchequer bills deposited, or the interest of or dividends on the same, or any part thereof respectively.

Purchase of Land.

36. Where after the passing of this act a company ex-
30 & 31 VICt. c. 127. ix.

ercise the powers conferred on the promoters of the undertaking by section eighty-five of The Lands Clauses Consolidation Act, 1845, the following provisions shall have effect:

- (1.) The surveyor to be appointed as in that section provided shall be appointed by the board of trade instead of by two justices, and all the provisions of that act relative to a surveyor appointed by two justices shall apply to a surveyor so appointed by the board of trade:
- (2.) The company shall give not less than seven days notice of their intention to apply to the board of trade for the appointment of a surveyor to any party interested in or entitled to sell and convey the lands in question, and not consenting to the entry of the company:
- (3.) The valuation to be made by the surveyor so appointed shall include the amount of compensation for all damage and injury to be sustained by reason of the exercise of the powers conferred by the said section, as far as such damage and injury are capable of estimation:
- (4.) The sureties to the bond to be given by the company under that section shall, in case the parties differ, instead of being approved of by two justices, be approved of by the board of trade, after hearing the parties.

37. Where, in England, under The Lands Clauses Consolidation Act, 1845, or any act incorporating the same, a question of disputed compensation relating to lands required to be purchased or taken by a company is determined by arbitration, the costs of and incidental to the arbitration and award shall, if either party so requires, be settled, as between the parties, by one of the masters of the court of queen's bench.

30 & 31 Vict.
CAP. 127.

way com-
panies) of
section 86 of
8 & 9 Vict.
c. 18.

Costs of
arbitrations
as to lands.

RAILWAY COMPANIES (IRELAND), TEMPORARY ADVANCES, 1867.

30 & 31 Vict. Cap. 138. An Act to authorize the Extension of the Period for Repayment of Advances made under The Railway Companies (Ireland) Temporary Advances Act, 1866.

[20th August, 1867.]

30 & 30 Vict. c. 95. WHEREAS it is expedient that the time for repayment of advances made by the public works loan commissioners under The Railway Companies (Ireland) Temporary Advances Act, 1866, should be extended:

Be it therefore enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited as The Railway Companies (Ireland) Temporary Advances Act, 1867.

Public works loan commissioners may consent that time for repayment of advances may be extended.

[Further extended by 31 & 32 Vict. c. 94.]

2. On the application of any railway company to whom any advance has been or shall be made under the provisions of The Railway Companies (Ireland) Temporary Advances Act, 1866, and with the approbation of the commissioners of her majesty's treasury, and subject to such terms and conditions (if any), as to payment of interest or otherwise, as the last-mentioned commissioners may think proper to impose, it shall be lawful for the public works loan commissioners, by any writing under the hand of their secretary for the time being, to consent that the time for repayment of all or any part of the principal money remaining due in respect of any such advance shall be extended to any day not later than twelve calendar months from the day when the same advance shall become due by the terms of the debenture or other security given or to be given for securing the same, and after any such consent shall have been given, and for all the purposes of The Railway Companies (Ireland) Temporary Advances Act, 1866, the principal money secured by any debenture or other security given or to be given under that Act shall be deemed to have become due only on the day to which the time for repayment of such principal money shall be extended by any consent to be given as provided by this

30 & 31 VICT. c. 138. i.

Act, and all powers and provisions for recovering and compelling payment of such principal money shall be read and have effect accordingly ; provided that in the case of any extension of time for the repayment of any such principal money the rate of interest thereupon until such repayment shall not be less than that at which the advance was originally made.

80 & 31 VICT
CAP. 138.

RAILWAYS (EXTENSION OF TIME), 1868.

31 & 32 Vict. Cap. 18. An Act to give further
Time for making certain Railways.

[29th May, 1868.]

[Amended
by 31 & 32
Vict. c 119,
s. 46.]

Short title.

Interpre-
tation of
terms.

Power for
Company to
apply to
Board of
Trade for
extension
of time.

Application
only with
assent of
share-
holders.

Circular to
share-
holders.

BE it enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

1. This act may be cited as the Railways (Extension of Time) Act, 1868.

2. In this act—

The term "company" means a railway company ; that is to say, a company constituted by act of parliament, or by certificate under act of parliament, for the purpose of constructing, maintaining, or working a railway (either alone or in conjunction with any other purpose) :

The term "railway" includes "tramway :"

The term "share" includes "stock :"

The term "gazette" means with respect to a railway or works or lands in England the London Gazette, with respect to a railway or works or lands in Scotland the Edinburgh Gazette, and with respect to a railway or works or lands in Ireland the Dublin Gazette.

3. Where it is desired that the time limited for the completion by a company of a railway, or part of a railway, or of a work, or for the purchase by them of lands for the purpose thereof, be extended, then, subject and according to the provisions of this act, within one year after the passing of this act, an application for that purpose may be made to the board of trade by or on behalf of the company.

4. An application under this act shall not be entertained by the board of trade unless it is made with the assent of three-fifths in value of the votes of the holders of the shares in the subscribed capital of the company, recorded at an extraordinary meeting of the company convened for the purpose.

5. Where a meeting is called for the purposes of this act the secretary of the company shall, seven clear days at least before the day appointed for the meeting, send
31 & 32 VICT. c. 18. i.

by post to each registered shareholder, to his registered or known address, a circular, which shall be in the form given in the schedule to this act, with such variations as circumstances require, and with such modifications (if any) as the Board of Trade approve.

31 & 32 VICT.
CAP. 18.

6. Each shareholder may signify his assent to or dissent from the proposed application in the manner indicated in the circular sent.

Mode of
signification
of assent or
dissent.

7. At the meeting the shareholders personally present shall elect three shareholders to be scrutineers.

Meeting to
elect scruti-
neers.

8. The scrutineers shall ascertain and record the proportion of capital held by shareholders assenting, and shall report it to the chairman, who shall announce it to the meeting, and state whether the proposed application is assented to by the requisite proportion or not.

Ascertain-
ment of
assents or
dissents.

9. In the computation of assents a share shall not be reckoned unless the holder thereof is duly registered, and has paid on all shares held by him all calls due by him made three months or upwards before the day of the meeting or of the presentation to the directors of the requisition (if any) on which the meeting is held.

What shares
only to be
reckoned.

10. For the purpose of receiving the report of the scrutineers, the chairman may, if he thinks fit, on the application of any one of the scrutineers, and shall, if required by more than one of them, adjourn the meeting to a day appointed by him, being not less than one or more than seven clear days from the day of the meeting.

Adjourn-
ment on ap-
plication of
scrutineers.

11. The decision of the scrutineers, or any two of them, on any matter to be decided by them under this act, shall be final.

Decision of
scrutineers
final.

12. When an application has been made to the board of trade in accordance with this act, then, if it appears to them that there are sufficient grounds for entertaining the application; they shall direct notice of the fact that the application has been made to be given, by or on behalf of the company, by advertisement (in a form approved by the board of trade) once in the gazette and once in each of three successive weeks in a newspaper published or circulating in each of the counties in which any portion of the railway, part of a railway, works or lands to which the application relates is situate, and by bills affixed, on three successive Sundays, on the principal outer door of the church or churches in every parish in which any portion of the railway, part of a railway, works or lands is situate; and every such notice shall state when and how any person, company, or corporation objecting to the application may bring his objection before the board of trade.

Notice of ap-
plication in
gazette, &c.

31 & 32 Vict.
CAP. 18.

Extension of
time by war-
rant of board
of trade.

13 & 14 Vict.
c. 83.

Notice of
warrant in
gazette.

Compensa-
tion for ex-
tension of
time.

Saving for
contracts
and notices
before act.

13. The board of trade, on proof to their satisfaction that notice has been duly given, and on the expiration of the time allowed for objections, and after considering the objections (if any), may, if they think fit, by warrant (signed by their secretary or one of their assistant secretaries), according to the nature of the application made to them, and on such terms and conditions (if any) as they think fit, extend the time limited for the completion of the railway, or of any part thereof, or of any works, or may (with or without extension of the time aforesaid) extend the time limited for the purchase of any lands for the purpose of the railway, or of any part thereof, or of any works, for such time in each case as they think fit, not exceeding in any case two years from the expiration of the respective time limited; and every such warrant shall have effect as if the provisions thereof had been enacted by parliament; provided that no such warrant shall be granted unless the board of trade, having ascertained the state and condition of the company in the manner provided in the fourteenth section of the Abandonment of Railways Act, 1850, see reason to believe that the company will be able to complete the railway, part of a railway, or works within the extended time named in the warrant, for which purpose the board of trade shall have all the powers of that section, and the provisions of that section shall extend and apply to the case of proceedings under this act.

14. Within one month after the warrant is issued by the board of trade they shall give notice thereof in the gazette.

15. Justices, arbitrators, umpires, and juries, in estimating the compensation to be made by the company to the owners or occupiers of or persons interested in lands, shall have regard to and make compensation for the additional damage (if any) sustained by those owners, occupiers, or persons by reason of any extension of time under this act.

16. Where, before the passing of this act, a contract has been entered into by a company for the taking of lands for their railway or works, this act shall not authorize, as regards those lands, any extension of the time limited for the purchase of lands; and every such contract shall continue to have effect as if this act had not been passed.

THE SCHEDULE.

Form of Circular and of Assent or Dissent.

The Railways (Extension of Time) Act, 1868.

The _____ Company.

An extraordinary meeting of the shareholders of this company will be held at _____ on the _____ day of _____ at _____ o'clock, for the purpose of determining whether or not an application shall be made to the board of trade, under the above-mentioned act, for an extension of the time limited by [state the act or acts limiting the time proposed to be extended] for [state the matter to which the limitation relates].

You are requested to signify your assent to or dissent from the proposed application by writing in the fourth column of the following table the word assenting or dissenting, as the case may be, and signing your name thereunder, and by returning this circular, so filled up and signed, to me, so that I shall receive the same on or before the day next preceding the day of the meeting, but if your assent or dissent is not received at latest on the day next preceding the day of the meeting it will not be computed.

| Name of Railway. | Name of Shareholder. | Amount of Share Capital held by him. | Whether assenting or dissenting. |
|------------------|----------------------|--------------------------------------|----------------------------------|
| • | • | • | † |
| | | | (Signed) _____ |

* The Secretary will insert these particulars.

† In this column the shareholder will write the word assenting or dissenting, as the case may be, and sign his name thereunder.

(Signed)

Secretary.

COTTON STATISTICS, 1868.

81 & 32 Vict. Cap. 33. An Act for the Collection and Publication of Cotton Statistics.

[25th June, 1868.]

WHEREAS it would be of great public advantage if statistical information respecting the quantity of cotton imported into the united kingdom, and the quantity removed (either by sea or land) from and to, and held in stock at, the several ports, were periodically obtained and published by authority: Be it therefore enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows:

Short title.

1. This act may be cited for all purposes as the Cotton Statistics Act, 1868.

Interpretation of terms.

2. In this act—

The term "forwarder" shall mean and include every owner or lessee of any railway, canal, or inland navigation who carries or conveys cotton for toll or other consideration from or to any port in the united kingdom.

Forwarders of cotton to make monthly returns to the board of trade.

3. Every forwarder shall on the fourth day of July one thousand eight hundred and sixty-eight, and on the fourth day of every subsequent month, make a return in writing to the board of trade, in such convenient form as the board of trade may order, showing the quantity of cotton forwarded or received by him or them from or to any port in the united kingdom within the then last preceding month.

Publication of information.

4. The several returns made to the board of trade under this act shall be published in the same manner as other statistical information is published by that board.

Penalty.

5. If any such forwarder be summoned by the board of trade to comply with the requirements of this act, and fail to do so, he or they shall for every offence be liable on summary conviction to a penalty not exceeding twenty pounds.

Orders in council for execution of act, &c.

6. It shall be lawful for her majesty in council from time to time to make by order in council such provisions as seem fit for the better execution of this act, and for 31 & 32 VICT. c. 33 i.

otherwise procuring and publishing statistical information respecting the stock of and the importation of cotton into, and the exportation thereof from, and the transport and warehousing thereof within, the united kingdom, and for the publication from time to time of such information. All such orders in council shall be published in the London, Edinburgh, and Dublin Gazettes, and shall be laid before both houses of parliament.

31 & 32 VICT.
CAP. 33.

RAILWAYS TRAVERSE, 1868.

81 & 32 Vict. Cap. 70. An Act to amend "The Railways (Ireland) Act, 1851," "The Railways (Ireland) Act, 1860," and "The Railways (Ireland) Act, 1864," as to the Trial of Traverses.
[31st July, 1868.]

14 & 15 Vict.
c. 70. WHEREAS by the twenty-sixth section of "The Railways Act (Ireland), 1851," it is provided that where the party named in any certificate of the amount of the price or compensation ascertained by any award (or any party claiming under the party so named) should be dissatisfied with the amount in such certificate certified to be payable, and where any party claiming any interest in any monies paid into court should be dissatisfied with the amount of the price or compensation in respect of such monies, and where any party interested in land adjoining any railway should be dissatisfied with any award so far as respects any works for the accommodation of lands thereby awarded to be made and maintained by the company, or which such party might claim to have so made and maintained, it should be lawful for such party, at the assizes for the county in which the lands are situate, or, where the lands are situate in the county of Dublin or county of the city of Dublin, in the term next following the giving of such certificate, or the payment of such money into court, or (if the claim be only in respect of accommodation works) the making of the award, or where such assizes are holden or such term begins within less than twenty-one days after the giving of such certificate, or the payment of such money, or the making of the award, then at the next subsequent assizes, or in the next subsequent term (as the case might be), upon giving ten days notice in writing previously to such assizes or term respectively to the secretary of the company of the amount or the accommodation works intended to be claimed, to have a traverse for damages entered in the crown book in respect of such claim, and thereupon such traverse should be tried in such manner, subject to such regulations, and with such consequences, as in the said act in that behalf respectively mentioned :

23 & 24 Vict.
c. 91.

And whereas by "The Railways Act (Ireland), 1860,"
31 & 32 VICT. c. 70. i.

the said first-mentioned act was amended and made perpetual : 31 & 32 VICT.
CAP. 70.

And whereas by the first section of the Railways Act (Ireland), 1864, it is provided that in all cases where the amount of money which the arbitrator should have awarded to be paid by the company to any person in respect of any estate or interest in lands should exceed the sum of five hundred pounds it should be lawful for the company, if dissatisfied with such award upon giving to such person within ten days next after the date of such award notice in writing of their intention to appeal therefrom, to have a traverse entered by the company in the crown book in respect of such award at the same time and in like manner in all respects as were provided with respect to traverses taken by persons dissatisfied with any award, and the like proceedings should be taken with respect to a traverse so taken by the company, and the verdict of the jury upon such traverse should have the like effect as in the case of a traverse taken by a person so dissatisfied. 27 & 28 VICT.
c. 71.

And whereas such traverses as aforesaid must at present be tried in the county or county of a city where the lands are situate ; and it is expedient to amend the law in that respect in the manner herein-after mentioned :

Be it therefore enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

1. This act may be cited as " The Railways Traverse Short title. Act."

2. Whenever either party shall be entitled and shall intend to have any such traverse entered under the said recited acts, or any or either of them, or any act already or hereafter incorporating the said acts, or any of them, it shall be lawful for the other party to apply to the court of queen's bench for an order directing such traverse to be entered and tried in some county other than the county or county of a city in which the lands are situate ; and if upon such application it shall appear to said court that it will be more convenient or proper or more in furtherance of justice that such traverse should be tried elsewhere than in the county or county of a city where the lands are situate, the said court may order such traverse to be entered and tried in some other county or county of a city to be specified in such order, and thereupon such traverse shall be entered and tried in such other county or county of a city in such manner, and subject to the like regulations, and with the same Provision
for trial of
traverse in
county other
than that in
which lands
are situate.

31 & 32 VICT. c. 70. ii.

81 & 32 VICT.
CAP. 70.

consequences, and the verdict and proceedings shall have the like effect, as if the lands were situate in the county or county of a city in which such traverse shall under such order be so entered and tried.

When appli-
cation for
trial of tra-
verse to be
made.

3. Such application may be made either before or after the ten days notice shall have been given, and before or after such traverse may have been entered for the county or county of a city where the lands are situate, and notwithstanding that such traverse may have been respited from an assizes or term previously to such application; and in case such order shall have been made after the entry of the traverse in the county or county of a city in which the lands are situate, no trial shall be had upon such entry. The said court may make such order as it may deem fit respecting the costs of such application, or any costs to be incurred by reason of such change of the place of trial or otherwise incidental to such order as aforesaid, and may, in making such order and in respect thereof, impose such terms upon either party as justice may require.

Construction
of acts.

4. This act and the said recited acts shall be read together as one act, and this act shall be held to be incorporated with each of the said recited acts in any act already or hereafter incorporating the said recited acts, or any of them, and shall apply to traverses of awards made before the passing of this act in respect of which the right of traverse shall still subsist.

Jurisdiction
out of term
time,

5. The jurisdiction hereinbefore conferred upon the court of queen's bench may out of term be exercised by any judge of that court, or any judge having for the time being jurisdiction to entertain and determine a motion to change the venue in any action depending in said court.

RAILWAY COMPANIES, 1868.

31 & 32 Vict. Cap. 79. An Act to further amend
the Law relating to Railway Companies.

[31st July, 1868.]

BE it enacted by the queen's most excellent majesty, by
and with the advice and consent of the lords spiritual
and temporal, and commons, in this present parliament
assembled, and by the authority of the same, as follows :

1. Section four of the Railway Companies Act, 1867, and section four of the Railway Companies (Scotland) Act, 1867, shall be read and have effect as if the first day of September one thousand eight hundred and seventy were therein mentioned instead of the first day of September one thousand eight hundred and sixty-eight.

Continuance
of restriction
on execution
against
property.
30 & 31 Vict.
cc. 126, 127.

2. This Act may be cited as "The Railway Companies Act, 1868."

Short title.

PORTPATRICK AND BELFAST AND COUNTY DOWN RAILWAYS, 1868.

31 & 32 Vict. Cap. 81. An Act to authorize Loans of Public Money to the Portpatrick and the Belfast and County Down Railway Companies, and a Payment to the Portpatrick Company in consequence of the Abandonment of the Communication between Donaghadee and Portpatrick.

[31st July, 1868.]

WHEREAS the treasury minute set out in the schedule to this Act annexed was passed on the fifteenth day of August one thousand eight hundred and fifty-six :

20 & 21 Vict.
c. 149 [local]. And whereas by an act of parliament passed in the twentieth and twenty-first years of her majesty, intituled "An Act to authorize the Construction of a Railway from Castle Douglas in the Stewartry of Kirkcudbright to Portpatrick in the County of Wigtown," the persons therein named were incorporated by the name of "The Portpatrick Railway Company," and it is by the said act amongst other things provided, that if the railway and branch railway by the said act authorized should not be completed and opened to the public within the period of five years from the passing of the said act, then and from thenceforth it should not be lawful for the company or the directors thereof to pay any dividend to the shareholders until such railway and branch railway to the North Pier at Portpatrick Harbour should have been completed and opened for public traffic, and the Belfast and County Down Railway Company contributed a sum of fifteen thousand pounds towards the said undertaking, as by the said act required :

And whereas by a further treasury minute, bearing date the twenty-first day of July one thousand eight hundred and fifty-seven (previous.y to the passing of the said act), their lordships had approved of the said last-recited clause being inserted therein, and stated that immediately on the passing of the said act their lordships would be prepared, in communication with the railway company, to take such steps as should be required in order to secure the completion of the works in the said harbour of Portpatrick, so that they should be concluded at least as soon as the railway company should be in a condition to use it in connexion with their line :

31 & 32 Vict. c. 81. i.

And whereas by an act passed in the eighteenth year of the reign of her present majesty, intituled "An Act to enable the Belfast and County Down Railway Company to extend their Railway in the County of Down," it was provided that in case the railways by the said act authorized should not be completed and opened for public traffic within a period of five years from the passing of the said act, then and from thenceforth it should not be lawful for the company or the directors thereof to pay any dividend to the shareholders on the ordinary or unguaranteed capital of the company until such railways should have been completed and open for public traffic, and the time for completion of said railways was, by a further act of the twenty-first and twenty-second of her majesty extended to the thirty-first day of July one thousand eight hundred and fifty-nine :

31 & 32 VICT.
CAP. 81.

18 & 19 VICT.
c. 18 [local].

And whereas both the said railways have been completed by the said companies respectively, making on the one side a railway communication with the harbour of Portpatrick, and on the other with the harbour of Donaghadee, and the said companies were induced to make the said railway communication on the faith of the said recited treasury minute of the fifteenth day of August one thousand eight hundred and fifty-six, and for the purposes of the said railway works the said companies have borrowed large sums of money on the security of their debentures :

And whereas, at the time of the said herein-before recited minute of the fifteenth day of August one thousand eight hundred and fifty-six, the works of the harbour of Portpatrick were estimated to cost a sum not exceeding the sum of twenty thousand pounds, and the lords commissioners of the admiralty proceeded with the execution of the works so estimated ; but, notwithstanding an expenditure of public money far exceeding the said sum has been made, it has been reported that the harbour of Portpatrick is quite unsuited for a speedy and punctual service, and that it could not at any reasonable cost be rendered suitable for the service proposed :

And whereas the payment of a subsidy for the proper maintenance of a mail service between the said ports of Donaghadee and Portpatrick would be quite out of proportion to and far exceed any advantage to be gained by such service :

And whereas under the circumstances herein-before stated it has been considered expedient to abandon the establishment of a mail service between the said ports of Donaghadee and Portpatrick, and inasmuch as such abandonment will seriously and most injuriously affect

31 & 32 VICT. c. 81. ii.

31 & 32 VICT.
CAP. 81.

the interests of the said two railway companies, to a great extent rendering unprofitable and worthless the expenditure which has been incurred in making the railways herein-before mentioned, it is considered that both said companies, under the circumstances herein-before stated, have just and fair claims to the consideration of parliament, and for the adjustment thereof it has been proposed by the said companies respectively, and (subject to the approval of parliament) agreed to by the lords commissioners of her majesty's treasury, that such claims should be settled and arranged as is herein-after provided :

Be it therefore enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

Power to charge not exceeding £320,000 upon the consolidated fund for the purpose of loans by this act authorized.

1. For the purposes of the loans by this act authorised the commissioners of her majesty's treasury may from time to time, by warrant under the hands of two or more of them, cause to be issued out of the consolidated fund of the United Kingdom, or the growing produce thereof, to the account of the commissioners for the reduction of the national debt any sum or sums of money not exceeding in the whole the sum of three hundred and twenty thousand pounds, such money to be applied exclusively under this act, and be at the disposal of the public works loan commissioners in like manner in all respects as money placed at their disposal under the act of the session of the twenty-fourth and twenty-fifth year of her majesty, chapter eighty, and the acts therein recited, subject nevertheless to the provisions of this act, which provisions shall have full effect notwithstanding anything in the "Public Works Loan Act, 1853," or any act therein mentioned, to the contrary contained.

Power to Public Works Loan Act extended to this act.

2. All the several clauses, powers, authorities, provisions, enactments, directions, regulations, restrictions, privileges, priorities, advantages, penalties, and forfeitures contained in and conferred and imposed by the said acts or any of them, so far as the same may be made applicable and are not varied by this act, shall be taken to extend to this act, and to everything to be done in pursuance of this act, as if the same were herein repeated and set forth.

Power to Portpatrick company to borrow from the public works loan commissioners.

3. It shall be lawful for the said Portpatrick company to borrow on mortgage, and for the public works loan commissioners, out of the funds at their disposal under this act, to lend and advance to the said last-mentioned company (under the direction and with the consent of

31 & 32 VICT. c. 81. iii.

the commissioners of her majesty's treasury), a sum not exceeding in the whole the sum of one hundred and fifty-three thousand pounds on the security of the said company's railway works and undertaking, as well as all rates, rents, tolls, and profits, and all other property of the said company, the said sum of one hundred and fifty-three thousand pounds to be the first charge thereon, and to be repaid by equal half-yearly instalments within a period of thirty-five years from the date of such advances, together with interest at the rate of three pounds ten shillings per centum per annum on the said sum of one hundred and fifty-three thousand pounds, or on such part thereof as may from time to time remain due and unpaid.

31 & 32 VICT.
CAP. 81.

4. Such portion of the said sum of one hundred and fifty-three thousand pounds as may be requisite for the purpose shall be applied in discharge of all existing debts of the said company secured either by way of mortgage, debenture, or otherwise howsoever, and the balance of the said sum shall be applied by the said company for the general purposes of their undertaking.

Application
of said sum.

5. It shall be lawful for the said Belfast and County Down Railway Company to borrow on mortgage, and for the said public works loan commissioners, out of the funds at their disposal under this act, to lend and advance to the said last-mentioned company (under the direction and with the consent of the commissioners of her majesty's treasury (a sum not exceeding the sum of one hundred and sixty-six thousand pounds on the security of all and every the said company's railway works and undertaking, as well as on all rates, rents, tolls, and profits, and all other property of the said company, the said sum of one hundred and sixty-six thousand pounds to be the first charge thereon, and to be repaid by equal half-yearly instalments within a period of thirty-five years from the date of such advance, together with interest thereon at the rate of three pounds ten shillings per centum per annum on the said sum of one hundred and sixty-six thousand pounds, or on such part as may from time to time remain due and unpaid.

Power to the
Belfast and
County
Down com-
pany to
borrow on
mortgage.

6. The said sum of one hundred and sixty-six thousand pounds to be applied in the discharge of all existing debts of the said company, whether secured by mortgage, debenture, or otherwise however.

Application
of monies
borrowed.

7. It shall be lawful for the lords commissioners of her majesty's treasury, out of monies to be provided by parliament for the purpose, to pay, by way of free grant, to the said Portpatrick railway company a sum not exceeding the sum of twenty thousand pounds.

Treasury to
pay the Port-
patrick com-
pany a sum
not exceed-
ing £20,000.

31 & 32 VICT. c. 81. iv.

SCHEDULE referred to in the foregoing Act.*Treasury Minute, dated August 15, 1856.*

My Lords have under their consideration several memorials, signed by persons interested in the communication between the north of Ireland and Scotland, and praying that their lordships will take measures to determine the ports best adapted for the establishment of a short sea passage between the two countries, with a view to promote the quickest postal and passenger communication.

One of these memorials prays for a public loan to the County Down Railway Company, in order to enable them to complete their line to Donaghadee.

Fully recognizing the great advantages which would be derived by the extensive manufacturing Districts in the north of Ireland, in the west of Scotland, and in the north of England, by establishing a communication between the two ports which should reduce the sea passage to the shortest possible time, and in connection with a system of railways on both sides, which to a certain extent already exists and the completion of which my lords understand is in contemplation, by which a direct communication will be opened between all the above important districts, my lords referred the subject to the Admiralty, for their lordships' opinion upon the nautical questions raised in the memorials.

My lords have now before them the reply of the Admiralty, in which the Lords Commissioners report, that the most favourable ports for the establishment of a short sea passage are those of Portpatrick and Donaghadee; and they suggest that instructions should be given to them to institute an inquiry as to the best and cheapest manner in which those ports may be made suitable for the purpose. These instructions my lords have already issued.

Before any expense, however, is incurred, it becomes necessary that my lords should clearly state their views upon the subject, for the information of all the parties who have appeared before them, either by memorial or by personal application, and of others who take an interest in it.

It has been represented to my lords that in the event of the Government deciding upon the best ports for the passage referred to, and especially in the case of Portpatrick and Donaghadee being adopted, and provided the Government should be willing to use it as a mail communication, that, in the first place, a steam boat service, suited both for passengers and mails, would be established by a private company, without any aid from the government except a fair price for carrying the mails; and that, in the second place, the railways on each side of the channel would be completed so as to connect Donaghadee on the one side with Belfast and the main line and Portpatrick on the other side with Glasgow to the north, and with Dumfries to the east, by which all the important objects in view would be fully attained. All this, it has been understood, will be performed by private enterprise, if only the government, on its part, will—

81 & 82 VICT. C. 21. v.

1. Determine the ports most suitable for the service.
2. Adopt the line between such ports as a mail passage.
3. Make such improvements in the ports as shall best fit them for the purpose.

These conditions my lords are prepared to adopt. They have already, upon the advice of the admiralty, decided that the best ports will be Portpatrick and Donaghadee, and have instructed the lords commissioners to report upon the improvements and alterations required to render them suitable for the service, and when a steam service shall be established for carrying the mails they will be prepared to use it for that purpose upon fair and reasonable terms.

But, before my lords proceed actually to incur any expense upon the ports named for their improvement in pursuance of any report that may be made by the admiralty, it will be quite necessary that they should be well satisfied that all the arrangements herein referred to, and which would be necessary to give public utility to the scheme, will be completed.

With regard to the memorials for aid in completing the Railways by a public loan there is no fund disposable for such a purpose except that annually voted by parliament for public works and administered under this board by commissioners appointed for the purpose. It will, therefore, be necessary for those requiring such a loan to apply to the public loan commissioners, with whom rests the responsibility of judging of the security to be accepted in such cases, and who alone can determine how far the other demands upon the fund at their disposal will enable them to entertain the requests.

Let a copy of this minute be forwarded to the chief secretary for Ireland, to the chamber of commerce, Belfast, to the other memorialists, and to the postmaster general.

RAILWAY COMPANIES (IRELAND) TEMPORARY ADVANCES, 1868.

81 & 32 Vict. Cap. 94. An Act to authorize the further Extension of the Period for Repayment of Advances made under the Railway Companies (Ireland) Temporary Advances Act, 1868.

[31st July, 1868.]

30 & 31 Vict.
c. 138.

29 & 30 Vict.
c. 95.

WHEREAS by the Railway Companies (Ireland) Temporary Advances Act, 1867, the time for repayment of advances made by the public works loan commissioners under the Railway Companies (Ireland) Temporary Advances Act, 1866, was authorized to be extended as therein mentioned, and it is expedient that the time for repayment of the said advances should be further extended:

Be it therefore enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows:

Short title.

1. This act may be cited as "The Railway Companies (Ireland) Temporary Advances Act, 1868."

Public works loan commissioners may consent that time for repayment of advances may be further extended.

2. On the application of any railway company to whom any advance has been made under the provisions of the Railway Companies (Ireland) Temporary Advances Act, 1866, and with the approbation of the commissioners of her majesty's treasury, and subject to such terms and conditions (if any) as to payment of interest or otherwise as the last-mentioned commissioners may think proper to impose, it shall be lawful for the public works loan commissioners, by any writing under the hand of their secretary for the time being, to consent that the time for repayment of all or any part of the principal money remaining due in respect of any such advance, shall be extended to any day not later than twelve calendar months from the day when the same advance shall become due by the terms of the debenture or other security given for securing the same, or to any day not later than twelve months from the day when the same advance shall become due under any extension of

81 & 32 VICT. c. 94. i.

time granted under the authority of the recited act ; and after any such consent shall have been given, and for all the purposes of the Railway Companies (Ireland) Temporary Advances Act, 1868, the principal money secured by any debenture or other security given under that act shall be deemed to have become due only on the day to which the time for repayment of such principal money shall be extended by any consent to be given as provided by this act, and all powers and provisions for recovering and compelling payment of such principal money shall be read and have effect accordingly.

31 & 32 VICT.
CAP. 94.

TELEGRAPH, 1868.

81 & 82 Vict. Cap. 110. An Act to enable Her Majesty's Postmaster General to acquire, work, and maintain Electric Telegraphs.

[31st July, 1868.]

WHEREAS the means of communication by electric telegraphs within the United Kingdom of Great Britain and Ireland are insufficient, and many important districts are without any such means of communication :

And whereas it would be attended with great advantage to the state, as well as to merchants and traders, and to the public generally, if a cheaper, more widely extended, and more expeditious system of telegraphy were established in the United Kingdom of Great Britain and Ireland, and to that end it is expedient that her majesty's postmaster general be empowered to work telegraphs in connexion with the administration of the post office :

May it therefore please your majesty that it may be enacted ; and be it enacted by the Queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

Preliminary.

- | | |
|--|--|
| Short title. | 1. This act may be cited as "The Telegraph Act, 1868." |
| Provisions of 26 & 27 Vict. c. 112. incorporated | 2. The Telegraph Act, 1863, shall be incorporated with this act, except so far as the same, or any part thereof, may be expressly varied, altered, or be inconsistent with this act ; and the term "the company," in the Telegraph Act, 1863, shall, in addition to the meaning assigned to it in that act, mean the postmaster general. |
| Interpretation of terms. | 3. Terms to which meanings are assigned by the Telegraph Act, 1863, have in this act the same respective meanings ; and the word "land" in such last-mentioned act shall, in addition to the meaning thereby assigned to it, include any term, estate, easement, interest, right, or privilege, in, over, or affecting land, and shall include |
- 81 & 82 VICT. c. 110. i.

the works, tubes, wires, posts, and other property purchased or acquired by the postmaster general.

31 & 32 VICT.
CAP. 110.

In this act:—

The term "the undertaking" shall mean the whole or any part of the electric and other telegraphs, wires, posts, pipes, tubes, and other works, instruments, materials, lands, tenements, hereditaments, and buildings, parliamentary, prescriptive, and other rights, powers, privileges, patents, and all other property whatsoever of any company, corporation, or persons engaged in the United Kingdom of Great Britain and Ireland in transmitting messages for money or other consideration by means of electric or other telegraphs:

The term "any company" shall mean any company, corporation, or persons now engaged in the United Kingdom of Great Britain and Ireland in transmitting, or authorized to transmit, messages for money or other consideration, by means of electric or other telegraphs, or mechanical agencies, and each and every of those companies.

Purchase.

4. It shall be lawful for her majesty's postmaster general and he is hereby authorized, with the consent of the lords commissioners of her majesty's treasury, from time to time, out of any monies which may be from time to time appropriated by act of parliament and put at his disposal for that purpose, to purchase for the purposes of this act, the whole, or such parts as he shall think fit, of the undertaking of any company, and any undertaking, and all other property purchased under the powers of this act, shall be vested in and held by her majesty's postmaster general, in his corporate capacity, and his successors: provided always, that no such purchase be made, and that no agreement other than the agreements confirmed by this act for any such purchase be binding, unless the said agreement, accompanied by a minute from the commissioners of her majesty's treasury, in which the grounds of the agreement shall be set forth shall have lain for one month on the table of both houses of parliament without disapproval.

Power to postmaster general to purchase undertakings of telegraph companies.

Sale.

5. Any company, with the authority of two thirds of the votes of their shareholders present in person or by proxy at a general meeting of the company specially convened for the purpose, may sell all or any portion of their undertaking to the postmaster general for such sum

31 & 32 VICT. c. 110. ii.

Power to telegraph companies to sell their undertakings to the postmaster general.

31 & 32 VICT.
CAP. 110.

Acts, &c. of
companies
selling their
undertakings to
remain in
force, and
the powers
thereof to be
exercised by
the Postmas-
ter General.

Companies
may require
postmaster
general to
purchase
their under-
taking under
certain cir-
cumstances.

of money as may be mutually agreed upon between the postmaster general and the company; and the execution by any company under their common seal of a conveyance to the postmaster general, duly stamped, of their undertaking, shall be sufficient to vest the same in the postmaster general for all the estate, right, title, and interest of the company therein, with all incidental rights, privileges, and easements, and the same may be used, exercised, and enjoyed by the postmaster general in the same manner and to the same extent as the same respectively are, or if this Act had not been passed might be held, used, exercised, or enjoyed by any company, and the receipt of two of the Directors of any company for the purchase money, endorsed upon the deed of conveyance, shall be a sufficient discharge for the same to the postmaster general, who shall not be bound to see to the distribution thereof.

6. All acts, charters, and grants, and all valid deeds and agreements made to, from, by, or with any company whose undertaking shall be sold and conveyed to the postmaster general under the powers of this Act shall (except as far as they are by this act expressed to be varied or repealed, or are inconsistent with the provisions of this act,) remain in full force, and all matters to be done, continued, or completed, or which, but for the passing of this act, would, might, or could be done, continued, or completed by or against the company so selling their undertaking, their officers or servants, shall or may (as the case requires) be done, continued, or completed by or against the postmaster general, his officers and servants, and those acts, charters, grants, deeds, and agreements shall be construed as if the postmaster general had been named therein instead of the company so selling their undertaking; and it shall be lawful for any person to enforce any such act, charter, grant, deed, or agreement by action, suit, or other legal proceeding against the postmaster general in the same court, and in the same manner, and with the same rights and liabilities to pay costs and otherwise, as if this act had not been passed.

7. If the postmaster general shall acquire any one undertaking under the powers of this act he shall, upon the request, in writing, of any company possessing an undertaking established by special act of parliament or royal charter at the time of the passing of this act, purchase the undertaking of such company, upon terms to be settled (failing agreement) by arbitration, provided such request be made within twelve calendar months after the postmaster general shall have so acquired any one undertaking; and any railway company possessed

of a telegraph open to the use of the public on the first of January one thousand eight hundred and sixty-eight for transmitting messages for money, or possessing any beneficial interest in such telegraph, shall be included in this provision, and any such railway company shall be entitled upon a like request, in writing, to require the postmaster general to purchase the right of such railway company to transmit such messages or other beneficial interest.

31 & 32 VICT.
CAP. 110.

Railway
companies
included in
provision
as to their
telegraphs.

Provided always, that nothing in this act shall enable the postmaster general to purchase the undertakings of the Atlantic telegraph company or of the Anglo-American telegraph company (limited), or any part of such undertakings.

8. With respect to the purchase of the undertakings of the Electric and International Telegraph company, the British and Irish Magnetic Telegraph company, and the United Kingdom Electric Telegraph company (limited), be it enacted as follows: Provision as to purchase of certain undertakings hereinafter named.

(1.) Each of the three companies may, with the authority of two thirds of the votes of its shareholders, present in person or by proxy at a general meeting of the company specially convened for the purpose, sell and convey, and the postmaster general shall upon demand of the company under its common seal purchase, the whole undertaking of the said company:

(2.) The price to be paid by the postmaster general to each company for its undertaking shall be twenty years purchase of the net profits during the year ending on the thirtieth day of June one thousand eight hundred and sixty-eight from the undertaking so conveyed; and in the case of the United Kingdom company there shall be paid in addition to the amount aforesaid—

First, the price paid by the company for the patent of "Hughes's Type-printing Telegraph," such price not to exceed twelve thousand pounds;

Secondly, a sum equal to the estimated aggregate value of the quoted ordinary share capital of the company reckoned on the highest quotation shown in the official lists of the London stock exchange on any day between the first and the twenty-fifth days of June one thousand eight hundred and sixty-eight; and

Thirdly, compensation for the loss of the prospective profits of the company on the ordinary

31 & 32 VICT.
CAP. 110.

shares, and any sum that may be determined upon in consideration of the efforts made by the company to establish an uniform shilling rate for the conveyance of telegraphic messages:

- (3.) If any difference arises between the postmaster general and any of the said companies concerning the amount of such net profits as aforesaid, or in the case of the United Kingdom company as to the price paid for "Hughes's Type-printing Telegraph," or as to the estimated aggregate value of the share capital or the compensation for the loss of prospective profits, or the sum to be paid in consideration of the efforts of the company to establish an uniform shilling rate, every such difference shall be settled by arbitration in the manner prescribed by the "the Companies Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration, and the provisions of that Act with respect to arbitration shall be deemed to be incorporated with this Act:
- (4.) The purchase money and compensation to be paid by the postmaster general under the provisions aforesaid shall be paid to the directors of each company, and the receipt under the common seal of the company, countersigned by the chairman or deputy chairman and by the secretary thereof, shall be a sufficient discharge to the postmaster general for the amount therein specified to be received; and the postmaster general shall not be required to see to the application of the sums so paid or be responsible for the misapplication thereof:
- (5.) The amounts so received by the directors of each company shall, together with all undivided profits and any monies in the hands of or due to the company up to the date of transfer, be applied by them in the first place in discharge of all the debts of the same company, and in payment of any sums that may be voted by the shareholders for payment for or in recognition of special services rendered to the company, and after such discharge the residue shall be distributed among the shareholders of that company in such proportion and in such manner in all respects as the arbitrator herein-after named shall award and determine after

8 & 9 Vict.
c. 16:

due consideration of the circumstances under which each class of shares was created, and after hearing such of the parties interested as shall upon notice of the appointment for that purpose advertised for two successive days in the Times newspaper published at London at least ten days before the day of such hearing appear and desire to be heard. The arbitrator before referred to shall be the most honourable Robert Arthur Talbot marquis of Salisbury, or him failing, John Hawkshaw, Esquire, or him failing, a single arbitrator to be appointed by the board of trade at the request of the directors of each company in writing under its common seal; the award of such arbitrator shall be final and absolute, and the directors shall distribute among the shareholders the residue of the said purchase money and compensation in strict and absolute conformity with such award; and all the costs, charges, and expenses of and incident to any and every such arbitration shall be paid by the company requiring the same:

- (6.) In the case of the United Kingdom company, with regard to their six per cent. debenture debt, the arbitrator shall before distribution of the residue among the shareholders consider and determine whether the holders of such stock ought or not to receive any and what amount beyond the naked debt and interest in respect of the conditions attaching to such stock, and he shall award accordingly:
- (7.) Every officer and clerk of any company, the undertaking of which may be so purchased, who has been not less than five years in the service of Telegraph companies, and in the receipt of a yearly salary, or who has been not less than seven years in the service of Telegraph companies, is in receipt of remuneration at a rate of not less than fifty pounds a year, shall, if he receives no offer of an appointment by the postmaster general, in the telegraphic department, which shall be deemed by an arbitrator appointed by agreement, or, failing agreement, appointed by the recorder of London for the time being, to be of equal value to the appointment held by him under any company, receive during his life from the postmaster general, by way of compensation for the loss of his office, from the time at which

31 & 32 VICT.
CAP. 110.

the government takes possession of the company's Telegraph, an annuity payable half-yearly, equal, if he shall have been in the service of Telegraph companies twenty years, to two thirds of the annual emolument derived by him from his office on the twenty-fourth day of June one thousand eight hundred and sixty-eight, and with respect to any such person who has been in such service less than twenty years the said annuity shall be diminished at the rate of one twentieth for every year less than twenty years during which he has been in such service; such officers and clerks as enter into the service of the postmaster general shall be entitled to count their past years of continuous service with the Telegraph companies as years passed in the civil service of the crown, and all such officers and clerks upon their appointment be deemed to be, to all intents and purposes, officers and clerks in the permanent civil service of the crown, and shall be entitled to the same but no other privileges.

Postmaster
general to
enter into
contracts
with certain
railway
companies.

9. Whereas the railway companies in the United Kingdom are for the most part either themselves owners of telegraphs which are used for the conveyance of public messages, and which are also essential for the safe conduct of the traffic on their respective undertakings, or they have contracts for various terms of years with telegraph companies, whose telegraphic apparatus is placed in the stations and along the railways and canals of the railway companies, by which contracts provision is made with respect to the matters aforesaid: and, whereas, with certain railway companies agreements have been entered into by the postmaster general (subject to the approbation of parliament), which agreements are referred to in schedules to this act, and it is expedient that with respect to certain other railway companies, namely, the London and North-western, the Midland, the Lancashire and Yorkshire, the Great Northern, the Manchester, Sheffield, and Lincolnshire, the North Staffordshire, the Great Eastern, the London, Brighton, and South Coast, the Metropolitan, the Metropolitan District, the Metropolitan and St. John's Wood, the Highland, the Sutherland, the Leven and East of Fife, the Glasgow and South-western, and the Great North of Scotland, the provisions herein-after contained be made as to the undertakings belonging separately to the said companies or held by them jointly with any other com-

31 & 32 VICT. c. 110, vii.

pany, or held by them respectively on lease: be it therefore enacted as follows:—

31 & 32 VICT.
CAP. 110.

- (1.) The postmaster general shall give to each railway company three months notice before he acquires the undertakings of any of the telegraph companies with which the railway company has agreements; and on the expiration of such notice such agreements shall cease and determine:
- (2.) On such acquisition as aforesaid all the posts, wires, instruments, and other telegraphic apparatus belonging to the railway company, and also all posts, wires, instruments, and other telegraphic apparatus belonging to the telegraph companies on the railway company's lines and canals which are necessary for establishing a complete system of telegraphy in connexion with the working of trains and the traffic of the lines and canals, shall become the absolute property of the railway company, and shall be handed over to them by the postmaster general free of charge in efficient working order, so that the railway company may be in a position at once to take up and carry on their own telegraph work on their own system, and thereafter the said posts, wires, instruments, and other telegraphic apparatus shall be maintained and worked by the railway company:
- (3.) On such acquisition as aforesaid the postmaster general shall be entitled to use from telegraph stations not on the lines of railway all the wires belonging to the respective telegraph companies on the line, and employed exclusively in the transmission of the public telegraph business, which are erected on the poles to be handed over to the railway company under paragraph (2); and he, at his cost, shall also be entitled to call upon the railway company to erect and maintain additional wires on the said poles, provided they are sufficiently strong and high for the purpose; and also to erect new poles at places to be agreed upon with wires over any of the lines and canals of the company, but so that such new poles shall not interfere in any way with the convenience or working of the railway or canals of the company, or obstruct the working of the traffic thereon. The railway company shall maintain all the posts and wires used for public mes-

81 & 82 VICT.
CAP. 110.

sages, the postmaster general paying for the same as may be agreed or settled by arbitration :

- (4.) The postmaster general may require the railway company to affix wires to existing posts (if they can bear them), and the company may have a like power to affix wires to the posts belonging from time to time to the postmaster general, if sufficient for the purpose, and the cost of maintenance of such posts shall be divided between the postmaster general and the company, in proportion to the number of wires belonging to each on each post :
- (5.) The railway company may shift the poles, wires, and apparatus belonging to the postmaster general when necessary for the purposes of their works or traffic ; but in all such cases the postmaster general shall pay to the railway company the actual costs incurred in shifting such poles and apparatus, but if such poles support the wires of the railway company and of the postmaster general, the cost of shifting the same shall be apportioned according to the number of wires belonging to or respectively used by the railway company and the postmaster general.
- (6.) The postmaster general shall pay the railway company the following sums by way of compensation :—
 - a. Twenty years purchase of the amount of the net annual receipts (if any) of public telegraph messages received and forwarded by the railway company on their own account, reckoned on a basis of the receipts derived therefrom over a continuous period of twelve months prior to the thirtieth day of June, one thousand eight hundred and sixty-eight :
 - b. Twenty times the amount of the estimated annual increase, calculated upon the average increase of the preceding three years of the said receipts from telegraphic messages, or where the business has been commenced within three years calculated upon the increase during such shorter period, such annual amount in case of difference to be settled by arbitration :
 - c. All rents and annual or other payments

payable to the railway company by public telegraph companies during the still unexpired periods embraced in their respective agreements, and at the terms mentioned in said agreements respectively:

81 & 32 VICT.
CAP. 110.

- d. Such sums as shall be agreed upon, or in default of agreement as shall be settled by arbitration, in respect of the loss by the railway company of the privilege of granting other wayleaves and making future arrangements with telegraph or other companies, and in respect of granting a monopoly to the postmaster general for the conveyance of telegraphs over their railways as herein provided for :
- e. Such sums as shall be agreed upon, or in default of agreement as shall be settled by arbitration, as the value of the railway company's reversionary interest (if any) in the telegraph receipts from public messages on the expiration of the agreements with the respective telegraph companies :
- f. Such sums as shall be agreed upon, or in default of agreement as shall be settled by arbitration, for the loss occasioned by removal of any clerks now provided by the telegraph company, and for any extra cost which the railway company may incur in working their telegraph for railway purposes as a separate system :
- g. The postmaster general shall transmit to their respective destinations all messages of the railway company in any way relating to the business of the company to and from any "foreign stations" in the United Kingdom free of charge :
- h. On such acquisition as aforesaid, the postmaster general shall, as herein provided, have a perpetual right of way for his poles and wires over the whole of the railway company's system, and in consideration thereof he shall pay to the railway company such sum per mile per wire over the whole of the said system, by way of yearly rent, as shall be deter-

mined by agreement between the parties, or failing agreement, as shall be fixed by arbitration :

The arbitrator, in determining the amounts to be paid to the railway company under this act, shall have regard to the agreements which subsist between the railway company and any telegraph company, and also to a compulsory sale being required from the railway company ; and in estimating the amount to be paid under any one part of this section shall have regard to the advantages to be obtained and the disadvantages to be sustained by the railway company under any other part of this section :

- (7.) The railway company shall, if required by the postmaster general so to do, from time to time, at such times and under such regulations as shall be agreed upon, receive messages for transmission by the public or private telegraph wires (but if the latter, the railway messages to have priority), and shall at the postmaster general's sole risk and expense transmit the same either to their place of destination, if upon the company's lines, or to some convenient post office as shall be arranged, and in respect of such receipt and transmission the company shall act as agents of the postmaster general, and shall receive in respect thereof such remuneration as shall be agreed upon, or in case of difference as shall be from time to time settled by arbitration. The postmaster general to provide the necessary instruments at the railway company's stations for the public wires, such instruments to be maintained by the railway company at the expense of the postmaster general :
- (8.) The railway company may, notwithstanding anything in this act contained, and without payment to the postmaster general, from time to time make arrangements with coalmasters, ironmasters, and traders generally upon the company's system for the erection and working of private telegraphs between coal-pits, ironworks, factories, warehouses, and offices in connexion with the stations of the company, or over their line ; but such telegraphs shall be used for the transaction of private business only, and no money payment

shall be made or received in respect thereof except by way of annual rent or payment for wayleave and other accommodation :

31 & 32 Vict.
CAP. 110.

- (9.) Except as aforesaid, the railway company shall not transmit or permit the transmission of any telegraphic message through their wires :
- (10.) All matters of difference between the postmaster general and railway companies arising under this act shall be settled by arbitration, in conformity with the enactments of "The Railway Companies Arbitration Act, 1859," with respect to the settlement of disputes by arbitration ; and the provisions of that act with respect to arbitration shall for these purposes be incorporated with this act :
- (11.) Notwithstanding anything specified in this act or in any agreement by this act confirmed, the umpire to be appointed in any arbitration between the postmaster general and any railway company shall, in default of appointment by the arbitrators, be nominated by the chief justice of her majesty's court of Common Pleas at Westminster for the time being.

22 & 23 Vict.
c. 59.

10. The sums to be received by the directors of Reuter's Telegram Company (Limited) by virtue of the agreement between the postmaster general and the company shall be applied in the first instance in the payment of the debts and liabilities of the company (if any) other than their current debts, then in payment of any sums which may be voted by a general meeting of the shareholders in recognition of the services conferred upon the company by any individuals attached thereto, or which may with the authority of a general meeting be deducted and retained for the purposes of the general business of the company, and the residue shall be distributed by the directors among the shareholders according to their several interests in the company.

Application of sums received by Reuter's Telegram Company by virtue of agreement with postmaster general.

CANAL COMPANIES.

11. On such acquisition of any undertaking the existing agreements between the late Duke of Bridgewater's trustees, the late George Granville Francis Egerton late Earl of Ellesmere, and the United Kingdom Telegraph Company (Limited), shall determine, and the postmaster general shall have such right of way for his poles, wires, and telegraphic apparatus over the whole of the canal system, and the property of the said trustees, in perpetuity as is granted for a term or terms of years by the provisions of such agreements, and in consideration thereof

Postmaster General may acquire a right of way over the Bridgewater canal.

31 & 32 Vict. c. 110. xii.

51 & 52 VICT.
CAP. 110.

he shall pay to the said trustees such sum by way of yearly rent as shall be determined by agreement, or failing agreement as shall be fixed by arbitration as in this act is provided; and the arbitrator in determining the amount to be paid to the said trustees during the period of such existing agreements shall have regard to the said agreements and to a compulsory sale of such right of way; and the said trustees shall, as in the said agreements or either of them mentioned, continue to have in perpetuity the exclusive use of such isolated and additional and other telegraphic wires and connexions as provided in the said agreements, or some or one of them; and the postmaster general shall also transmit to their respective destinations all messages of the said trustees and the Earl of Ellesmere respectively, and their respective agents and clerks, bonâ fide relating to the business of the said trust or undertaking, between any places in the united kingdom free of charge.

Postmaster
general may
acquire a
right of way
over the
Grand Junction
canal.

12. On such acquisition as aforesaid the existing agreements between the company of proprietors of the Grand Junction Canal and the United Kingdom Telegraph Company (Limited) shall determine, and the postmaster general shall have a perpetual right of way for his poles, wires, and telegraphic apparatus over the whole of the canal company's system of navigation as it now exists, or may hereafter be altered or converted, but so that such poles, wires, and apparatus shall not interfere in any way with the convenience and working of the canal or its alteration from time to time, or conversion in whole or in part into a railway, or obstruct the working of the traffic thereon, and in consideration thereof he shall pay to the canal company such sum by way of yearly rent as shall be determined by agreement, or failing agreement as shall be fixed by arbitration in the manner in this act provided with respect to arbitrations with railway companies (for which purpose the canal company shall be held to be a railway company); and the arbitrator in determining the amount to be paid to the canal company shall have regard to the agreements which subsist between the canal company and the said telegraph company and also to a compulsory sale being required of such right of way; and the postmaster general shall also transmit to their respective destinations all messages of the said canal company bonâ fide relating to the business of that company between any places in the united kingdom free of charge.

Agreements
confirmed.

13. Subject to the provisions of this act, the several agreements referred to in the schedule to this act are hereby confirmed.

51 & 52 VICT. c. 110. xiii.

14. It shall be lawful for her majesty's postmaster general, with the consent of the lords commissioners of her majesty's treasury, from time to time to lease any part or parts of the undertaking or property purchased or acquired by him under the powers of this act.

81 & 82 VICT.
CAP. 110.

Power to
postmaster
general to
lease prop-
erty.

15. The postmaster general, with the consent of the commissioners of her majesty's treasury, may from time to time make regulations for determining the hours during which the offices appointed by him to be places for the receipt and despatch of messages shall be open for the transaction of telegraphic business, and for fixing the sums to be from time to time paid for the transmission of messages, and for services rendered in connexion therewith, and for the general conduct of telegraphic business: Provided always,

Postmaster
general to
make regu-
lations for
conduct of
business,
and to fix
charges.

- (1.) That the charges for the transmission of messages throughout the united kingdom shall uniformly and without regard to distance be at a rate not exceeding one shilling for the first twenty words of each message, or part of twenty words, and not exceeding threepence for each additional five words or part of five words:
- (2.) That the names and addresses of the senders and receivers of messages shall not be counted as part of the words for which payment shall be required:
- (3.) That the sums charged for the transmission of messages shall be held to cover the costs of delivery by special foot messenger within the limit of one mile of the terminal telegraph office, or within the limit of the town postal delivery of that office, when it is a head post office, and the town postal delivery extends for more than a mile from it:
- (4.) That when the addressee does not reside within the above-described limits, and the sender desires to have his message delivered by special foot messenger, the charge to him for portorage by such special messenger shall not exceed sixpence per double mile, or any part thereof, beyond such limits:
- (5.) That when the addressee does not reside within the above described limits, and the sender does not desire to incur the cost of special delivery, his message shall be delivered free of extra charge by the ordinary postal delivery next following on the arrival of his message at the terminal telegraphic office.

31 & 32 VICT
CAP. 110.

Power to
postmaster
general to
enter into
special
agreements
with pro-
prietors of
newspapers.

16. Notwithstanding anything in this act, it shall be lawful for the postmaster general, with the consent of the commissioners of her majesty's treasury, from time to time to make contracts, agreements, and arrangements with the proprietor or publisher of any public registered newspaper, or the proprietor or occupier of any news room, club, or exchange room, for the transmission and delivery, or the transmission or delivery of telegraphic communications at rates not exceeding one shilling for every hundred words transmitted between the hours of six p.m. and nine a.m., and at rates not exceeding one shilling for every seventy-five words transmitted between the hours of nine a.m. and six p.m. to a single address, with an additional charge of twopence for every hundred words, or twopence for every seventy-five words, as the case may be, of the same telegraphic communication so transmitted to every additional address: provided always, that the postmaster general may from time to time, with the like consent, let to any such proprietor, publisher, or occupier the special use of a wire (during such period of twelve hours per diem as may be agreed on) for the purposes of such newspaper, news room, club, or exchange room, at a rate not exceeding five hundred pounds per annum: provided also, that no such proprietor, publisher, or occupier shall have any undue priority or preference in respect of such rates over any other such proprietor, publisher, or occupier.

Messages
having
priority to
be specially
marked.

17. Every telegraph message which, by virtue of the provisions of "The Telegraph Act, 1863," or any other act, shall have priority in order of transmission over any other message intrusted to the postmaster general for transmission, shall have the word, "priority" specially stamped or marked thereon by the secretary of state, the board of trade, or other department of her majesty's government sending the same; and every message so stamped or marked shall be retained by the postmaster general for a period of not less than twelve calendar months from the date thereof.

Payments
to be made
by means of
stamps.

18. The payments to the postmaster general for the transmission of telegraphic messages from one place to another within the united kingdom shall (except for portage) be made in all cases by means of stamps, and the postmaster general shall cause a proper supply of stamps and stamped paper to be prepared for that purpose, and kept for sale to the public at such of the offices under his control as he may think fit to appoint for that purpose.

Power to
appoint

19. Besides appointing offices to be places for the transmission of messages by means of the electric tele-

graph, the postmaster general may, if he think fit, appoint offices or pillar letter boxes to be places of deposit for messages, and the messages deposited therein shall, provided they be written on stamped paper of the proper value, or on paper having stamps of the proper value affixed thereto, be conveyed to the offices of transmission without extra charge, at such times as the ordinary collections of post letters are made from the aforesaid places of deposit, and shall forthwith be despatched by telegraph from the offices of transmission.

31 & 32 VICT.
CAP. 110.

offices for
depositing
messages.

20. Any person having official duties connected with the post office, or acting on behalf of the postmaster general, who shall, contrary to his duty, disclose or in any way make known or intercept the contents or any part of the contents of any telegraphic messages or any message entrusted to the postmaster general for the purposes of transmission, shall, in England and in Ireland, be guilty of a misdemeanor, and in Scotland of a crime and offence, and shall upon conviction be subject to imprisonment for a term not exceeding twelve calendar months; and the postmaster general shall make regulations to carry out the intentions of this section, and to prevent the improper use by any person in his employment or acting on his behalf of any knowledge he may acquire of the contents of any telegraphic message.

Punishment
for disclos-
ing or inter-
cepting
messages.

21. In every case where an offence shall be committed in respect of a telegraphic message sent by or intrusted to the postmaster general, it shall be lawful and sufficient, in the indictment or criminal letters to be preferred against the offender, to lay the property of such telegraphic message in her majesty's postmaster general, without specifying any further or other name, addition, or description whatsoever, and it shall not be necessary in the indictment or criminal letters to allege or to prove upon the trial or otherwise that the telegraphic message was of any value; and in any indictment or in any criminal letters to be preferred against any person employed under the post office for any offence committed under this act it shall be lawful and sufficient to state and allege that such offender was employed under the post office at the time of the committing of such offence, without stating further the nature or particulars of his employment.

Property in
telegraphic
messages
to be laid in
postmaster
general.

22. All land, property, and undertakings purchased or acquired by the postmaster general under this act shall be assessable and rateable in respect to local, municipal, and parochial rates, assessments, and charges at sums not exceeding the rateable value at which such land, property, and undertakings were properly assessed

Postmaster
general
to pay rates,
&c.

31 & 32 VICT. c. 110. xvi.

31 & 32 VICT.
CAP. 110.

Copies of
regulations
to be laid
before par-
liament.

Provision as
to payment
of costs to
railway and
telegraph
companies
if objects of
act not
carried out.

or assessable at the time of such purchase or acquisition.

23. Copies of all contracts, agreements, and arrangements from time to time made under the authority of this act shall be laid before both houses of parliament within fourteen days of the commencement of the session next succeeding the making of every such contract, agreement, and arrangement; the copies of all regulations from time to time made under the authority of this act shall be laid before both houses of parliament within fourteen days from the date thereof if parliament be then sitting, and if not sitting then within fourteen days from the next re-assembling of parliament, and all regulations so made shall be binding on the parties interested in the subject matter thereof to the same extent as if such regulations formed part of this act.

24. In case no act shall be passed during this or the next session of parliament, putting at the disposal of the postmaster general such monies as shall be requisite for carrying into effect the objects and purposes of this act, the provisions contained in this act or in the agreements hereby confirmed relating to the arrangements with railway and telegraph companies, and all proceedings thereunder, shall become void, and the postmaster general shall thereupon pay to the several companies mentioned in such clauses or agreements all reasonable costs and expenses (if any) properly incurred by them respectively in relation to any proceedings taken under this act.

SCHEDULE to which the foregoing Act refers.

1. An agreement between her majesty's postmaster general and the Great Western railway company, dated the 9th day of July 1868.
2. An agreement between her majesty's postmaster general and the London and South-western railway company, dated the 10th day of July 1868.
3. An agreement between her majesty's postmaster general and the London, Chatham, and Dover railway company, dated the 9th day of July 1868.
4. An agreement between her majesty's postmaster general and the South-eastern railway company, dated the 14th day of July 1868.
5. An agreement between her majesty's postmaster general and the North-eastern railway company, dated the 8th day of July 1868.
6. An agreement between her majesty's postmaster general and the Bristol and Exeter railway company, dated the 9th day of July 1868.

31 & 32 VICT. c. 110. xvii.

7. An agreement between her majesty's postmaster general and the submarine telegraph company between Great Britain and the continent of Europe and the submarine telegraph company between France and England (Société and Carmichael and company), dated the 11th day of July 1868.

8. An agreement between her majesty's postmaster general and Reuter's telegram company (limited), dated the 14th day of July 1868.

9. Agreement between her majesty's postmaster general and the Atlantic telegraph company and Anglo-American telegraph company (limited), dated the 8th day of July 1868.

10. An agreement between her majesty's postmaster general and the North British railway company, dated the 16th day of July 1868.

11. An agreement between her majesty's postmaster general and the Caledonian railway company, dated the 16th day of July 1868.

12. Articles of agreement between her majesty's postmaster general and the universal private telegraph company (limited), dated the 14th day of July 1868.

13. Heads of agreement between her majesty's postmaster general and the London and provincial telegraph company (limited), dated the 16th day of July 1868.

REGULATION OF RAILWAYS, 1868.

§1 & 32 Vict. Cap. 119. An Act to amend the Law relating to Railways. [31st July 1868.]

BE it enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows:

PRELIMINARY.

Short title.

1. This act may be cited as the Regulation of Railways Act, 1868.

Interpre-
tation of
terms.

2. In this act—

The term "railway" means the whole or any portion of a railway or tramway, whether worked by steam or otherwise:

The term "company" means a company incorporated, either before or after the passing of this act, for the purpose of constructing, maintaining, or working a railway in the United Kingdom (either alone or in conjunction with any other purpose), and includes, except when otherwise expressed, any individual or individuals not incorporated who are owners or lessees of a railway in the United Kingdom, or parties to an agreement for working a railway in the United Kingdom:

The term "person" includes a body corporate.

I.—ACCOUNTS, AUDIT, &c.

Uniform
accounts,
&c. to be
kept.

3. Every incorporated company, seven days at least before each ordinary half-yearly meeting held after the thirty-first day of December one thousand eight hundred and sixty-eight, shall prepare and print, according to the forms contained in the first schedule to this act, a statement of accounts and balance sheet for the last preceding half year, and the other statements and certificates required by the same schedule, and an estimate of the proposed expenditure out of capital for the next ensuing half year, and such statement of accounts and balance sheet shall be the statement of accounts and

§1 & 32 VICT. c. 119. i.

balance sheet which are submitted to the auditors of the company. Every company which makes default in complying with this section shall be liable to a penalty not exceeding five pounds for every day during which such default continues. The board of trade, with the consent of a company, may alter the said forms as regards such company for the purpose of adapting them to the circumstances of such company, or of better carrying into effect the objects of this section.

§1 & §2 VICT.
CAP. 119.

4. Every statement of accounts, balance sheet, and estimate of expenditure, prepared as required by this act, shall be signed by the chairman or deputy chairman of the directors and by the accountant or other officer in charge of the accounts of the company, and shall be preserved at the company's principal office. A printed copy thereof shall be forwarded to the board of trade, and at all times after the date at which it is required to be printed be given, on application, to every person who holds any ordinary or preference share or stock in the company, or any mortgage, debenture, or debenture stock of the company; and every such person may at all reasonable times, without fee or charge, peruse the original in the possession of the company. Any company which acts in contravention of this section shall be liable for each offence to a penalty not exceeding fifty pounds.

Accounts,
&c. to be
signed, and
printed
copies dis-
tributed.

5. If any statement, balance sheet, estimate, or report which is required by this act is false in any particular to the knowledge of any person who signs the same, such person shall be liable, on conviction thereof on indictment, to fine and imprisonment, or on summary conviction thereof to a penalty not exceeding fifty pounds.

Penalty for
falsifying
accounts,
&c.

6. The board of trade may appoint one or more competent inspectors to examine into the affairs of an incorporated company and the condition of its undertaking, or any part thereof, and to report thereon, upon any one of the applications following; that is to say,

Examination
of affairs
by inspec-
tors.

1. Upon application made in pursuance of a resolution passed at a meeting of directors:
2. Upon application by the holders of not less than two fifths part of the aggregate amount of the ordinary shares or stock of the company for the time being issued:
3. Upon application by the holders of not less than one half of the aggregate amount of the mortgages, debentures, and debenture stock (if any) of the company for the time being issued:
4. Upon application by the holders of not less than

§1 & §2 VICT. c. 119. ii.

81 & 82 VICT.
CAP. 119.

two fifths of the aggregate amount of the guaranteed or preference shares or stock of the company for the time being issued, provided that the preference capital issued amounts to not less than one third of the whole share capital of the company.

Application
to be supported by
evidence.

7. The application shall be made in writing, signed by the applicants, and shall be supported by such evidence as the board of trade may require, for the purpose of showing that the applicants have good reason for requiring such examination to be made; the board of trade may also, before appointing any inspector or inspectors, require the applicants to give security for payment of the costs of the inquiry.

Inspection
of company's
books and
property.

8. It shall be the duty of the directors, officers, and agents of the company to produce, for the examination of the inspectors, all books and documents relating to the affairs of the company in their custody or power, and to afford to the inspectors all reasonable facilities for the inspection of the property and undertaking of the company. Any inspector may examine upon oath the officers and agents of the company in relation to its business, and may administer such oath accordingly. Any person who, when so examined on oath, makes any false statement, knowing the same to be false, shall be guilty of perjury.

If any director, officer, or agent refuses to produce any book or document hereby directed to be produced, or to afford the facilities for inspection hereby required to be afforded, or if any officer or agent refuses to answer any question relating to the affairs of the company, he shall incur a penalty of five pounds for every day during which the refusal continues.

Result of
examination,
how
dealt with.

9. Upon the conclusion of the examination the inspectors shall report their opinion to the board of trade and to the company, and the company shall print the same, and deliver a copy thereof to the board of trade, and, on application, to any person who holds any ordinary or preference share or stock, or any mortgage, debenture, or debenture stock of the company. All expenses of and incidental to any such examination as aforesaid shall be defrayed by the persons upon whose application the inspectors were appointed unless the board of trade shall direct the same or any portion thereof to be paid by the company, which they are hereby authorized to do.

Power of
company to
appoint
inspectors.

10. Any company may, by resolution at an extraordinary meeting, appoint inspectors for the purpose of examining into the affairs of the company and the condition of the company's undertaking. The inspectors so

81 & 82 VICT. c. 119. iii.

appointed shall have the same powers and perform the same duties as inspectors appointed by the board of trade, and shall make their report in such manner and to such persons as the company in general meeting directs; and the directors, officers, and agents of the company shall incur the same penalties, in case of any refusal to produce any book or document by this act required to be produced to such inspectors, or to afford the facilities for inspection by this act required to be afforded, or to answer any question, as they would have incurred if such inspectors had been appointed by the board of trade.

81 & 82 Vict.
CAP. 119.

11. Whenever, after the passing of this act, section one hundred and two of the Companies Clauses Consolidation Act, 1845, is incorporated in a certificate or special act relating to a railway company, it shall be construed as if the words, "where no qualification shall be prescribed by the special act every auditor shall have at least one share in the undertaking," were omitted therefrom; and so much of every certificate and special act relating to a railway company, and in force at the passing of this act, as incorporates that portion of the said section, and so much of any special act relating to a railway company, and so in force, as contains a like provision, is hereby repealed.

Auditor not necessarily a shareholder.
8 & 9 Vict.
c. 16.

12. With respect to the auditors of the company the following provision shall have effect:

Auditors of company, and appointment of auditor by board of trade.

- (1.) The board of trade may, upon application made in pursuance of a resolution passed at a meeting of the directors or at a general meeting of the company, appoint an auditor in addition to the auditors of such company, and it shall not be necessary for any such auditor to be a shareholder in the company:
- (2.) The company shall pay to such auditor appointed by the board of trade such reasonable remuneration as the board of trade may prescribe:
- (3.) The auditor so appointed shall have the same duties and powers as the auditors of the company, and shall report to the company:
- (4.) Where, in consequence of such appointment of an auditor or otherwise, there are three or more auditors, the company may declare a dividend if the majority of such auditors certify in manner required by section thirty of the Railway Companies Act, 1867, and the Railway Companies (Scotland) Act, 1867, respectively:
- (5.) Where there is a difference of opinion among

80 & 81 Vict.
cc. 127, 128.

81 & 82 Vict. c. 119. iv.

31 & 32 VICT.
CAP. 119.

such auditors, the auditor who so differs shall issue to the shareholders, at the cost of the company, such statement respecting the grounds on which he differs from his colleagues, and respecting the financial condition and prospects of the company, as he thinks material for the information of the shareholders.

Issue of preferred and deferred ordinary stock.

13. Any company which, in the year immediately preceding has paid a dividend on their ordinary stock of not less than three pounds per centum per annum may, pursuant to the resolution of an extraordinary general meeting, divide their paid-up ordinary stock into two classes, to be and to be called the one preferred ordinary stock, and the other deferred ordinary stock, and issue the same subject and according to the following provisions, and with the following consequences; (that is to say,)

- (1.) Preferred and deferred ordinary stock shall be issued only in substitution for equal amounts of paid-up ordinary stock, and by way of division of portions of ordinary stock into two equal parts :
- (2.) Such division may be made at any time, on the request in writing of the holder of paid-up ordinary stock, but not otherwise ; and such request may apply to the whole of the ordinary stock of such holder or to any portion thereof divisible into twentieth parts :
- (3.) Preferred ordinary stock and deferred ordinary stock shall not be issued except in sums of ten pounds or multiples of ten pounds :
- (4.) The certificates for any ordinary stock divided into preferred and deferred ordinary stock shall before such division be delivered up to the company, and shall be cancelled by them, and certificates for preferred ordinary stock and deferred ordinary stock shall be issued gratis in exchange by the company :
- (5.) If in any case there is any part of the ordinary stock held by a stockholder comprised in one certificate which he does not desire to be divided, or which is incapable of division, under the provisions of this act, the company shall issue to him gratis a certificate for that amount as ordinary stock :
- (6.) As between preferred ordinary stock and deferred ordinary stock, preferred ordinary stock shall bear a fixed maximum dividend at the rate of six per centum per annum.
- (7.) In respect of dividend to the extent of the maximum aforesaid, preferred ordinary stock shall,

at the time of its creation, and at all times afterwards, have priority over deferred ordinary stock created or to be created, and shall rank *pari passu* with the undivided ordinary stock and the ordinary shares of the company created or to be created; and in respect of dividend, preferred ordinary stock shall at all times and to all intents rank after all preference and guaranteed stock and shares of the company created or to be created:

31 & 32 VICT
CAP. 119.

- (8.) In each year after all holders of preferred ordinary stock for the time being issued have received in full the maximum dividend aforesaid, all holders of deferred ordinary stock for the time being issued shall, in respect of all dividend exceeding that maximum paid by the company in that year on ordinary stock and shares, rank *pari passu* with the holders of undivided ordinary stock and of ordinary shares of the company for the time being issued:
- (9.) If, nevertheless, in any year ending on the thirty-first day of December there are not profits available for payment to all the holders of preferred ordinary stock of the maximum dividend aforesaid, no part of the deficiency shall be made good out of the profits of any subsequent year, or out of any other funds of the company:
- (10.) Preferred ordinary stock and deferred ordinary stock from time to time shall confer such right of voting at meetings of the company, and shall confer and have all such other rights, qualifications, privileges, liabilities, and incidents, as from time to time attach and are incident to undivided ordinary stock of the company:
- (11.) The terms and conditions on which any preferred ordinary stock or deferred ordinary stock is issued shall be stated on the certificate thereof:
- (12.) Preferred ordinary stock and deferred ordinary stock shall respectively be held on the same trusts, and subject to the same charges and liabilities, as those on and subject to which the ordinary stock in substitution for which the same are issued was held immediately before the substitution, and so as to give effect to any testamentary or other disposition of or affecting such ordinary stock.

81 & 82 VICT.
CAP. 119.

II.—OBLIGATIONS AND LIABILITY OF COMPANIES AS
CARRIERS.

Liability of
company
during sea
transit.

14. Where a company by through booking contracts to carry any animals, luggage, or goods from place to place partly by railway and partly by sea, or partly by canal and partly by sea, a condition exempting the company from liability for any loss or damage which may arise during the carriage of such animals, luggage, or goods by sea from the act of God, the king's enemies, fire, accidents from machinery, boilers, and steam, and all and every other dangers and accidents of the seas, rivers and navigation, of whatever nature and kind soever, shall, if published in a conspicuous manner in the office where such through booking is effected, and if printed in a legible manner on the receipt or freight note which the company gives for such animals, luggage, or goods, be valid as part of the contract between the consignor of such animals, luggage, or goods and the company in the same manner as if the company had signed and delivered to the consignor a bill of lading containing such condition. For the purposes of this section the word "company" includes the owners, lessees, or managers of any canal or other inland navigation.

Fares to be
posted in
stations.

15. On and after the first day of January one thousand eight hundred and sixty-nine every company shall cause to be exhibited in a conspicuous place in the booking office of each station on their line a list or lists painted, printed, or written in legible characters, containing the fares of passengers by the trains included in the time tables of the company from that station to every place for which passenger tickets are there issued.

Provision for
securing
equality of
treatment
where rail-
way com-
pany works
steam
vessels.

16. Where a company is authorized to build, or buy, or hire, and to use, maintain, and work, or to enter into arrangements for using, maintaining, or working, steam vessels for the purpose of carrying on a communication between any towns or ports, and to take tolls in respect of such steam vessels, then and in every such case tolls shall be at all times charged to all persons equally and after the same rate in respect of passengers conveyed in a like vessel passing between the same places under like circumstances; and no reduction or advance in the tolls shall be made in favour of or against any person using the steam vessels in consequence of his having travelled or being about to travel on the whole or any part of the company's railway, or not having travelled or not being about to travel on any part thereof, or in favour of or against any person using the railway in consequence

of his having used, or being about to use, or his not having used or not being about to use, the steam vessels; and where an aggregate sum is charged by the company for conveyance of a passenger by a steam vessel and on the railway, the ticket shall have the amount of toll charged for conveyance by the steam vessel distinguished from the amount charged for conveyance on the railway.

31 & 32 Vict.
CAP. 119.

The provisions of the Railway and Canal Traffic Act, 17 & 18 Vict. 1854, so far as the same are applicable, shall extend to the steam vessels, and to the traffic carried on thereby.

c. 31.

17. Where any charge shall have been made by a company in respect of the conveyance of goods over their railway, on application in writing within one week after payment of the said charge made to the secretary of the company by the person by whom or on whose account the same has been paid, the company shall within fourteen days render an account to the person so applying for the same, distinguishing how much of the said charge is for the conveyance of the said goods on the railway, including therein tolls for the use of the railway, for the use of carriages, and for locomotive power, and how much of such charge is for loading and unloading, covering, collection, delivery, and for other expenses, but without particularizing the several items of which the last-mentioned portion of the charge may consist.

Company bound to furnish particulars of charges for goods.

18. Where two railways are worked by one company, then in the calculation of tolls and charges for any distances in respect of traffic (whether passengers, animals, goods, carriages or vehicles) conveyed on both railways, the distances traversed shall be reckoned continuously on such railways as if they were one railway.

Charge when two railways worked by one company.

19. Where proceedings are taken against a company using a locomotive steam engine on a railway on account of the same not consuming its own smoke, then if it appears to the justices before whom the complaint is heard that the engine is constructed on the principle of consuming its own smoke, but that it failed to consume its own smoke, as far as practicable, at the time charged in the complaint through the default of the company, or of any servant in the employment of the company, such company shall be deemed guilty of an offence under the Railways Clauses Consolidation Act, 1845, section one hundred and fourteen.

Proceedings in case of non-consumption of smoke.

8 & 9 Vict.
c. 20.

20. All railway companies, except the metropolitan railway company, shall, from and after the first day of October next, in every passenger train where there are more carriages than one of each class, provide smoking compartments for each class of passengers, unless exempted by the board of trade.

Smoking compartments for all classes.

31 & 32 Vict. c. 119. viii.

31 & 32 VICT.
CAP. 119.

Railway
companies
to be liable
to penalties
in case they
shall provide
trains for
prize fights.

21. Any railway company that shall knowingly let for hire or otherwise provide any special train for the purpose of conveying parties to or to be present at any prize fight, or who shall stop any ordinary train to convenience or accommodate any parties attending a prize fight at any place not an ordinary station on their line, shall be liable to a penalty, to be recovered in a summary way before two justices of the county in which such prize fight shall be held or shall be attempted to be held, of such sum not exceeding five hundred pounds, and not less than two hundred pounds, as such justices shall determine, one half of such penalty to be paid to the party at whose suit the summons shall be issued, and the other half to be paid to the treasurer of the county in which such prize fight shall be held or shall be attempted to be held in aid of the county rate; and service of the summons under which the penalty is sought to be enforced on the secretary of the company at his office ten days before the day of hearing shall be sufficient to give the justices before whom the case shall come jurisdiction to hear and determine the case.

III.—Provisions for Safety of Passengers.

Communica-
tion between
passengers
and the
company's
servants.

22. After the first day of April, one thousand eight hundred and sixty-nine, every company shall provide, and maintain in good working order, in every train worked by it which carries passengers, and travels more than twenty miles without stopping, such efficient means of communication between the passengers and the servants of the company in charge of the train as the board of trade may approve. If any company makes default in complying with this section, it shall be liable to a penalty not exceeding ten pounds for each case of default. Any passenger who makes use of the said means of communication without reasonable and sufficient cause shall be liable for each offence to a penalty not exceeding five pounds.

Penalty for
trespasses
on railways.

23. If any person shall be or pass upon any railway, except for the purpose of crossing the same at any authorized crossing, after having received warning by the company which works such railway, or by any of their agents or servants, not to go or pass thereon, every person so offending shall forfeit and pay any sum not exceeding forty shillings for every such offence.

Trees
dangerous to
railways
may be
removed.

24. If any tree standing near to a railway shall be in danger of falling on the railway so as to obstruct the traffic, it shall be lawful for any two justices on the complaint of the company which works such railway to

31 & 32 VICT. c. 119. ix.

cause such tree to be removed or otherwise dealt with as such justices may order, and the justices making such order may award compensation to be paid by the company making such complaint to the owner of the tree so ordered to be removed or otherwise dealt with as such justices shall think proper, and the amount of such compensation shall be recoverable in like manner as compensation recoverable before justices under "the Railway Clauses Consolidation Act, 1845."

31 & 32 VICT.
CAP. 119.

IV.—Compensation for accidents.

25. Where a person has been injured or killed by an accident on a railway, the board of trade, upon application in writing made jointly by the company from whom compensation is claimed and the person if he is injured, or his representatives if he is killed, may, if they think fit, appoint an arbitrator, who shall determine the compensation (if any) to be paid by the company.

Arbitration
of damages.

26. Whenever any person injured by an accident on a railway claims compensation on account of the injury, any judge of the court in which proceedings to recover such compensation are taken, or any person who by the consent of the parties or otherwise has power to fix the amount of compensation, may order that the person injured be examined by some duly qualified medical practitioner named in the order, and not being a witness on either side, and may make such order with respect to the costs of such examination as he may think fit.

Examination
by
medical
man.

V.—Light Railways.

27. The board of trade may by licence authorize a company applying for it to construct and work or to work as a light railway the whole or any part of a railway which the company has power to construct or work.

Order for
construction
and working
of railway
as a light
railway.

Before granting the licence the board of trade shall cause due notice of the application to be given, and shall consider all objections and representations received by them, and shall make such inquiry as they think necessary.

28. A light railway shall be constructed and worked subject to such conditions and regulations as the board of trade may from time to time impose or make: provided, that (1.) the regulations respecting the weight of locomotive engines, carriages, and vehicles to be used on such railway shall not authorize a greater weight than eight tons to be brought upon the rails by any one

Conditions
and regulations
for
light rail-
way.

31 & 32 VICT. C. 119. x.

31 & 32 Vict.
CAP. 119.

pair of wheels; (2.) the regulations respecting the speed of trains shall not authorize a rate of speed exceeding at any time twenty-five miles an hour.

If the company or any person fails to comply with or acts in contravention of such conditions and regulations, or directs any one so to fail or act, such company or person shall respectively be liable to a penalty for each offence not exceeding twenty pounds, and to a like penalty for every day during which the offence continues; and every such person on conviction on indictment for any offence relating to the weight of engines, carriages, or vehicles, or the speed of trains, shall be also liable to imprisonment, with or without hard labour, for any term not exceeding two years.

Publication
of regula-
tions.

29. The conditions and regulations of the board of trade relating to light railways shall be published and kept published by the company in manner directed with respect to bye-laws by section one hundred and ten of "The Railways Clauses Consolidation Act, 1845," and the company shall be liable to a penalty not exceeding five pounds for every day during which such conditions and regulations are not so published.

VI.—Arbitrations by Board of Trade.

Arbitrator
appointed by
board of
trade.

30. Whenever the board of trade are required to make any award or to decide any difference in any case in which a company is one of the parties, they may appoint an arbitrator to act for them, and his award or decision shall be deemed to be the award or decision of the board of trade.

If the arbitrator dies, or in the judgment of the board of trade becomes incapable or unfit, the board of trade may appoint another arbitrator.

Remunera-
tion of
arbitrator.

31. The board of trade may fix the remuneration of any arbitrator or umpire appointed by them in pursuance of this or any other act in any case where a company is one of the parties, and may, if they think fit, frame a scale of remuneration for arbitrators or umpires so appointed by them, and no arbitrator or umpire so appointed by them shall be entitled to any larger remuneration than the amount fixed by the board of trade.

Cost, &c., of
arbitrations.
22 & 23 Vict.
cap. 59.

32. The provisions of sections eighteen to twenty-nine, both inclusive, of the Railway Companies Arbitration Act, 1859, shall, so far as is consistent with the tenor thereof, apply to an arbitrator appointed by the board of trade, and to his arbitration and award, notwithstanding that one of the parties between whom he is appointed to arbitrate may not be a railway company; and in construing

31 & 32 Vict. c. 119. xi.

those sections for the purpose of this act the word "companies" shall be construed to mean the parties to the arbitration.

31 & 32 Vict.
CAP. 119.

33. All disputed questions as to any costs, charges, and expenses of and incident to any arbitration or award made under the provisions of "The Land Clauses Consolidation Act, 1845," or of any special act of parliament incorporating the same, whether the question in dispute arise as to compensation to be made for lands required to be purchased and actually taken by any railway company, or in respect of the injurious affecting of other lands not taken, or otherwise in relation thereto, shall, if either party so requires, be taxed and settled as between the parties by one of the masters of the court of queen's bench; and it shall be lawful for such master to receive and take in respect of each folio in length of every bill of costs so settled a fee of one shilling and no more, and such fee shall be taken in money and not in stamps, and may be retained by the said master for his own use and benefit.

Costs, charges, &c., to be taxed and settled by masters of the court of queen's bench.
8 & 9 Vict.
cap. 18.

Sect. 33
repealed by
32 & 33 Vict.
c. 18, s. 2.

VII.—Miscellaneous.

34. Every incorporated company shall print correct copies of the shareholders address book of the company corrected up to the first day of December in every year, and affix an asterisk against the names of those qualified to act as directors.

Printed
copies of
shareholders
address
book.

After the expiration of one fortnight from the aforesaid date the company shall, on application, supply such printed copies at a price not exceeding five shillings for each copy to every person who holds any ordinary or preference shares or stock in the company, or any mortgage debenture or debenture stock of the company.

Any company which acts in contravention of this section shall be liable for each offence to a penalty not exceeding twenty pounds.

35. When a bill is introduced into either house of parliament conferring on an incorporated company additional powers, or when an incorporated company applies to the board of trade for a certificate conferring on it additional powers, the following provisions shall have effect; namely,

Meeting
preliminary
to applica-
tion for act
or certificate.

- 1st. Before the bill is read a second time in the house of parliament into which it is first introduced, or before the application is made to the board of trade (as the case may be), the bill or draft certificate (as the case may be) shall be sub-

Sect. 35
repealed by
32 & 33 Vict.
c. 6, s. 1.

31 & 32 Vict. c. 119. xii.

81 & 82 VICT.
CAP. 119.

mitted to a meeting of the proprietors of such company at a meeting held specially for that purpose :

- 2nd. Such meeting shall be called by advertisement inserted once in each of two consecutive weeks in a morning newspaper published in London, Edinburgh, or Dublin, as the case may be, and in a newspaper of the county or counties in which the principal office or offices of the company is or are situate, and also by a circular addressed to each proprietor at his registered or last known or usual address, and sent by post, or delivered at such address not less than ten days before the holding of such meeting, enclosing a blank form of proxy, with proper instructions for the use of the same ; and the same form of proxy and the same instructions shall be sent to every such proprietor, and shall be addressed to each proprietor on the back of the form of proxy ; but no such form of proxy shall be stamped before it is sent out, nor shall the funds of the company be used for the stamping of any proxies, nor shall any intimation be sent as to any person to whom the proxy may be given or addressed ; and no other circular or form of proxy relating to such meeting shall be sent to any proprietor from the office of the company, or by any director or officer of the company so describing himself :
- 3rd. Such meeting shall be held on a day not earlier than seven days after the last insertion of such advertisement, and may be held on the same day as an ordinary general meeting of the company :
- 4th. At such meeting the bill or draft certificate shall be submitted to the proprietors, and shall not be proceeded with unless approved of by proprietors present in person or by proxy, holding at least three fourths of the paid up capital of the company represented at such meeting, such proprietors being qualified to vote at all ordinary meetings of the company in right of such capital ; the votes of proprietors of any paid up shares or stock, other than debenture stock, not qualified to vote at ordinary meetings, whose interests may be affected by the proposed act or certificate, if tendered at the meeting, shall be recorded separately :
- 5th. There shall be laid before parliament or the board of trade (as the case may require) a statement

of the number of votes if a poll was taken, and the number of votes recorded separately.

31 & 32 Vict.
CAP. 119.

36. Whenever in pursuance of any notice under the act of the session of the first and second years of the reign of her present majesty, chapter ninety-eight, "to provide for the conveyance of mails by railways," or otherwise, the mails or post letter bags are conveyed and forwarded by a company on their railway by a special train, the postmaster general may by the same or any other notice in writing require that the whole of such special train shall be appropriated to the service of the post office exclusively of all other traffic except such as he may sanction, and the remuneration to be paid for such service shall be settled as prescribed by the sixth section of that act.

Special
Trains ex-
clusively for
post office.
1 & 2 Vict.
c. 98.

37. All requisitions, notices, and documents which relate to a company, if purporting to be signed by the postmaster general or some secretary or assistant secretary to the post office, or by some officer appointed for the purpose by the postmaster general, shall, until the contrary is proved, be deemed to have been so signed, and to have been given or made by the postmaster general, and the provisions of the act of the session of the first and second years of the reign of her present majesty, chapter ninety-eight, "to provide for the conveyance of mails by railways," requiring any notice, requisition, or document to be under the hand of the postmaster general, are hereby repealed.

Service of
regulations,
&c. by post-
master
general.

38. The Railway Companies Powers Act, 1864, shall take effect and apply in the following cases in the same manner as if they were specified in section three of that act; (that is to say),

Extension of
scope of
Railway
Companies
Powers Act,
1864.

Where a company desire to make new provisions, or to alter any of the provisions of their special act, or of the "Companies Clauses Consolidation Act, 1845," so far as it is incorporated therewith, with respect to all or any of the matters following; namely,

37 & 38 Vict.
c. 120.

(a.) The general meetings of the company, and the exercise of the right of voting by the shareholders:

(b.) The appointment, number, and rotation of directors:

(c.) The powers of directors:

(d.) The proceedings and liabilities of directors:

(e.) The appointment and duties of auditors.

39. All requisitions, orders, regulations, appointments, certificates, licences, notices, and documents which relate to a company, if purporting to be signed by some secre-

Service of
regulations,
&c.

31 & 32 Vict. c. 119. xiv.

31 & 32 Vict.
CAP. 119.

~~~~~

8 & 9 Vict.  
c. 16.

Recovery,  
&c. of Penalties.  
8 & 9 Vict.  
cc. 20, 33.

Company  
may apply to  
common  
law judge  
at West-  
minster to  
hear cases of  
compensa-  
tion under  
8 & 9 Vict.  
c. 18.

Company  
may obtain  
judge's  
order in-  
stead of

tary or assistant secretary of or by some officer appointed for the purpose by the board of trade, shall, until the contrary is proved, be deemed to have been so signed, and to have been given or made by the board of trade. They may be served by the board of trade on any company in the manner in which notices may be served under the Companies Clauses Consolidation Act, 1845; and all notices, returns, and other documents required to be made, delivered, or sent by a company to the board of trade shall be left at the office of, or transmitted through the post addressed to, the board of trade.

40. Every penalty imposed by this act shall be recovered and applied in the same manner as penalties imposed by the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Consolidation (Scotland) Act, 1845, (as the case may require,) are for the time being recoverable and applicable.

41. Whenever, in the case of any lands purchased or taken otherwise than by agreement for the purposes of any public railway, any question of compensation in respect thereof, or any question of compensation in respect of lands injuriously affected by the execution of the works of any public railway, is under the provisions of "The Lands Clauses Consolidation Act, 1845," to be settled by the verdict of a jury empanelled and summoned as in that act mentioned, the company or the party entitled to the compensation may, at any time before the issuing by the company to the sheriff as by that act directed, apply to a judge of any one of the superior courts of common law at Westminster, who shall, if he think fit, make an order for trial of the question in one of the superior courts upon such terms and in such manner as to him shall seem fit; and the question between the parties shall be stated in an issue to be settled in case of difference by the judge, or as he shall direct, and such issue may be entered for trial and tried accordingly in the same manner as any issue joined in an ordinary action at such place as the judge shall direct; and the proceedings in respect of such issue shall be under and subject to the control and jurisdiction of the court as in ordinary actions therein, but so nevertheless that the jury shall, where the issue relates to the value of lands to be purchased, and also to compensation claimed for injury done or to be done to lands held therewith, deliver their verdict separately in manner provided by the forty-ninth section of "The Lands Clauses Consolidation Act, 1845."

42. Whenever a company is called upon or liable under the provisions of "The Lands Clauses Consolidation Act, 1845," to issue their warrant to the sheriff in the case of any disputed compensation, and the company

31 & 32 Vict. c. 119. xv.

shall obtain a judge's order as in the last preceding section mentioned, the obtaining of such an order and notice thereof to the opposite party shall be a satisfaction of the company's duty in respect of the issue of the warrant.

81 & 32 Vict.  
CAP. 119.

issuing  
warrant.

43. The verdict of the jury and judgment of the court upon any issue authorised by this act shall, as regards costs and every other matter incident to or consequent thereon, have the same operation and be entitled to the same effect as if that verdict and judgment had been the verdict of a jury and judgment of a sheriff upon an inquiry conducted upon a warrant to the sheriff issued by the company under "The Lands Clauses Consolidation Act, 1845."

Power of  
verdict of  
jury and  
judgment of  
the court.

44. In so far as any expression used in any of the three preceding sections of this act has any special meaning assigned to it by "The Lands Clauses Consolidation Act, 1845," each such expression shall in this act have the meaning so assigned to it.

Interpreta-  
tion of cer-  
tain ex-  
pressions.

45. Wherever under the provisions of the Lands Clauses Consolidation Act, 1845, or of any act incorporating, altering, or amending the same, the costs of any proceedings for determining a question of disputed compensation are settled by one of the masters of the court of queen's bench in England or Ireland, it shall be lawful for such masters to receive and take in respect of each folio in length of every bill of costs so settled a fee of one shilling and no more; and such fee shall be taken in money and not in stamps, and may be retained by the said masters for their own use and benefit.

Fees to  
masters for  
determining  
questions of  
disputed com-  
pensation.

46. Where notice in writing of a proposed application under "The Railways (Extension of Time) Act, 1868," for extension of the time limited for any of the purposes mentioned in that act, is received by the board of trade before the expiration of such time, or if the time has expired during the present session of parliament before the first day of September one thousand eight hundred and sixty-eight, and the application is duly made within the period prescribed by the said act, then a warrant of the board of trade extending the time, although issued after the expiration thereof, shall have effect from the date of such expiration as if it had been previously issued.

Extension of  
time.  
81 & 32 Vict.  
c. 18.

47. The enactments described in the second schedule to this act are hereby repealed.

As to repeal  
of enact-  
ments in  
second  
schedule.

But this repeal shall not affect—

- (1.) The validity or invalidity of anything duly done or suffered under any enactment repealed by this section:
- (2.) Any right acquired or accrued or liability incurred, or any remedy in respect thereof.

81 & 32 Vict. c. 119. xvi.

# SCHEDULES.

## FIRST SCHEDULE.

FORMS OF ACCOUNT referred to in Sec. 8 of this Act.

\_\_\_\_\_ RAILWAY. HALF YEAR ENDING \_\_\_\_\_ 18 .

[No. 1.] STATEMENT OF CAPITAL AUTHORIZED, AND CREATED  
BY THE COMPANY.

| ACTS OF PARLIAMENT,<br>or Certificates of the Board of<br>Trade.                                                                                                                                        | CAPITAL<br>AUTHORIZED. |        |        | CAPITAL CREATED<br>OR SANCTIONED. |        |        | BALANCE.             |        |        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------|--------|-----------------------------------|--------|--------|----------------------|--------|--------|
|                                                                                                                                                                                                         | Stock and<br>Shares.   | Loans. | Total. | Stock and<br>Shares.              | Loans. | Total. | Stock and<br>Shares. | Loans. | Total. |
| 1. [Except where Capital Powers<br>2. are comprised in a<br>3. Consolidation Act, each<br>4. Act or Certificate autho-<br>5. rizing Capital to be stated<br>6. here separately in order<br>7. of date.] | £                      | £      | £      | £                                 | £      | £      | £                    | £      | £      |
| TOTAL .. ..                                                                                                                                                                                             |                        |        |        |                                   |        |        |                      |        |        |

[No 2.] STATEMENT OF STOCK AND SHARE CAPITAL CREATED,  
SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION.                                                                                                                                                                                                                                                           | Amount<br>created. | Amount<br>received. | Calls in<br>Arrear. | Amount<br>uncalled. | Amount<br>unissued |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------|---------------------|---------------------|--------------------|
| [State each Class of Stock or Shares in order of<br>Date of Creation, showing the Premium or Dis-<br>count, if any, at which it was issued, the Pre-<br>ferential or fixed Dividends, if any, to which it<br>is entitled, and any other Conditions attached to<br>it.] | £                  | £                   | £                   | £                   | £                  |
| TOTAL ... ..                                                                                                                                                                                                                                                           |                    |                     |                     |                     |                    |

## CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

[No. 3.]

|                                                                                                                                     | RAISED BY LOANS. |              |              |              |              |              |              |             | RAISED BY ISSUE OF DEBENTURE STOCK. |              |                         | Total raised by Loans and by Debenture Stocks. |
|-------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------------------------------|--------------|-------------------------|------------------------------------------------|
|                                                                                                                                     | At per Cent.     | At per Cent. | At per Cent. | At per Cent. | At per Cent. | At per Cent. | At per Cent. | Total Loans | At per Cent.                        | At per Cent. | Total Debenture Stocks. |                                                |
| Existing at ... ..                                                                                                                  | \$               | \$           | \$           | \$           | \$           | \$           | \$           | \$          | \$                                  | \$           | \$                      | \$ s. d.                                       |
| Ditto at ... ..                                                                                                                     |                  |              |              |              |              |              |              |             |                                     |              |                         |                                                |
| Increase ... ..                                                                                                                     |                  |              |              |              |              |              |              |             |                                     |              |                         |                                                |
| Decrease ... ..                                                                                                                     |                  |              |              |              |              |              |              |             |                                     |              |                         |                                                |
| Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1. ... .. |                  |              |              |              |              |              |              |             |                                     |              |                         |                                                |
| Total amount raised by Loans and by Debenture Stock as above ... ..                                                                 |                  |              |              |              |              |              |              |             |                                     |              |                         |                                                |
| Balance being available Borrowing Powers at ... .. 186                                                                              |                  |              |              |              |              |              |              |             |                                     |              |                         |                                                |



## [No. 4.] Dr. RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

|                                                            | Amount Expended to |       | Amount Expended during Half Year |       | Total |  | Amount Received to                       |       | Amount Received during Half Year |       | Total. |   |
|------------------------------------------------------------|--------------------|-------|----------------------------------|-------|-------|--|------------------------------------------|-------|----------------------------------|-------|--------|---|
|                                                            | £                  | s. d. | £                                | s. d. |       |  | £                                        | s. d. | £                                | s. d. |        | £ |
| To Expenditure—                                            |                    |       |                                  |       |       |  |                                          |       |                                  |       |        |   |
| On Lines open for Traffic (No. 6.) ... ..                  |                    |       |                                  |       |       |  | By Receipts—                             |       |                                  |       |        |   |
| On Lines in course of Construction (No. 5.) .              |                    |       |                                  |       |       |  | Shares and Stock, per Account No. 2. ... |       |                                  |       |        |   |
| Working Stock (No. 5.) .                                   |                    |       |                                  |       |       |  | Loans, per Account No. 3. ... ..         |       |                                  |       |        |   |
| Subscriptions to other Railways (No. 5.) ...               |                    |       |                                  |       |       |  | Debenture Stock, per Account No. 3. ...  |       |                                  |       |        |   |
| Docks, Steamboats, and other special Items (No. 5.) ... .. |                    |       |                                  |       |       |  | Sundries (in detail) ...                 |       |                                  |       |        |   |
| „ Balance .. ..                                            |                    |       |                                  |       |       |  |                                          |       |                                  |       |        |   |

## [No. 5.] DETAILS OF CAPITAL EXPENDITURE FOR HALF YEAR ENDING 186 .

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|

[No. 6.]

## RETURN OF WORKING STOCK.

|                                   | LOCO-MOTIVE. |          | COACHING.    |               |              |  |  | MERCHANDISE AND MINERAL. |                       |              |                |                |
|-----------------------------------|--------------|----------|--------------|---------------|--------------|--|--|--------------------------|-----------------------|--------------|----------------|----------------|
|                                   | Engines.     | Tenders. | First Class. | Second Class. | Third Class. |  |  | Goods Waggon.            | Goods Waggon covered. | Coke Trucks. | Cattle Trucks. | Timber Trucks. |
| Stock on the 18                   |              |          |              |               |              |  |  |                          |                       |              |                |                |
| Ditto on the 18                   |              |          |              |               |              |  |  |                          |                       |              |                |                |
| Increase during the Half Year ... |              |          |              |               |              |  |  |                          |                       |              |                |                |
| Decrease ditto ditto              |              |          |              |               |              |  |  |                          |                       |              |                |                |

## [No. 7.] ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|                                                                       | FURTHER EXPENDITURE.        |                           |        |
|-----------------------------------------------------------------------|-----------------------------|---------------------------|--------|
|                                                                       | During the Half Year ending | In subsequent Half Years. | Total. |
| Lines open for Traffic ...<br>(Particulars, showing principal Items.) |                             |                           |        |
| Lines in course of Construction ...<br>(Details of each Line.)        |                             |                           |        |
| Working Stock ...<br>(Particulars.)                                   |                             |                           |        |
| Subscription to other Railways ...<br>(Specifying Lines.)             |                             |                           |        |
| Docks, Steamboats, and other special Items<br>(Particulars.)          |                             |                           |        |
| Works not yet commenced and in abeyance<br>(in detail) ...            |                             |                           |        |
| Other Items (in detail) ...                                           |                             |                           |        |
| Total estimated further Expenditure of Capital ...                    |                             |                           |        |

[No. 8.] CAPITAL POWERS and other Assets available to meet further  
EXPENDITURE, as per No. 7.

|                                                                   |     |     |     |     |     |
|-------------------------------------------------------------------|-----|-----|-----|-----|-----|
| Share and Loan Capital authorized or created but not yet received | ... | ... | ... | ... | ... |
| Any other Assets ( <i>in detail</i> )                             | ... | ... | ... | ... | ... |
| Total                                                             | ... | ... | ... | ... | ... |

[No. 9.] *Dr.* REVENUE ACCOUNT. *Cr.*

| Half Year ended | EXPENDITURE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | \$ s. d. | Half Year ended | RECEIPTS.                                                                                                                                                                                                                                                                               | \$ s. d. | \$ s. d. |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|
|                 | <p>To Maintenance of Way, } see Abstract A.<br/> Works, and Stations }<br/> " Locomotive Power ... do. B.<br/> " Carriage and Waggon } do. C.<br/> Repairs ... }<br/> " Traffic Expenses ... do. D.<br/> " General Charges ... do. E.<br/> " Law Charges...<br/> " Parliamentary Expenses ...<br/> " Compensation (Accidents and Losses) ...<br/> " Rates and Taxes ...<br/> " Government Duty ...<br/> " Special and Miscellaneous Expenses (if any) ...<br/> " Balance carried to Net Revenue Account</p> |          |                 | <p>By Passengers...<br/> " Parcels, Horses, Carriages, &amp;c.<br/> " Mails ...<br/> " Merchandise ...<br/> " Live Stock...<br/> " Minerals ...<br/> " Special and Miscellaneous Receipts—<br/> Such as Navigations, Steamboats, Roads, Transfer Fees, &amp;c.<br/> <i>Details.</i></p> |          |          |

| No. 10.] Dr.                                     |               | No. 11.] Cr.                                           |         |
|--------------------------------------------------|---------------|--------------------------------------------------------|---------|
| Half Year ended                                  | £ s. d.       | Half Year ended                                        | £ s. d. |
| To Interest on Mortgage and Debenture Loans      | ...           | By Balance brought from last Half Year's Account       | ...     |
| " Interest on Debenture Stock                    | ...           | " Ditto Revenue Account No. 9.                         | ...     |
| " Interest on Calls in Advance                   | ...           | " Dividends on Shares in other Companies               | ...     |
| " Interest on Temporary Loans                    | ...           | " Bankers' and General Interest Account (if in Credit) | ...     |
| " Interest on Lloyd's Bonds...                   | ...           | " Special and Miscellaneous Receipts (if any)          | ...     |
| " Interest on Banking Balances                   | ...           | (Detail to be given.)                                  | ...     |
| " General Interest Account (if in Debit)         | ...           |                                                        |         |
| " Rents of Leased Lines, Guarantees, &c.         | ...           |                                                        |         |
| Details                                          | ...           |                                                        |         |
| " Special and Miscellaneous Payments (if any)... | Details.      |                                                        |         |
| " Balance, being Payment available for Dividend  | ...           |                                                        |         |
|                                                  | [See No. 12.] |                                                        |         |
|                                                  | £             |                                                        | £       |

| No. 11.]          | PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.                     |     |     |     |          |        |
|-------------------|-------------------------------------------------------------------------------|-----|-----|-----|----------|--------|
| Half Year ended . | Balance available for Dividends, as per Account No. 10.                       | ... | ... | ... | ...      | \$ ... |
|                   | Preference Stock } to be stated in order of Creation, with Rate of Dividend { | ... | ... | ... | { \$ ... |        |
|                   | Ditto }                                                                       | ... | ... | ... | }        |        |
|                   | Ordinary Stock (being at the Rate of      per cent) ...                       | ... | ... | ... | ...      | \$ ... |
|                   | Balance to next Half Year ...                                                 |     |     |     |          | \$ ... |

[No. 12.]

## ABSTRACTS.

| A.                    |                                                        | MAINTENANCE OF WAY, WORKS, &c. |  |         |  |
|-----------------------|--------------------------------------------------------|--------------------------------|--|---------|--|
| Half<br>Year<br>ended |                                                        | £ s. d.                        |  | £ s. d. |  |
|                       | Salaries, Office Expenses, and General Superintendence |                                |  |         |  |
|                       | Maintenance and Renewal of Permanent Way ... ..        |                                |  |         |  |
|                       | Wages ... ..                                           |                                |  |         |  |
|                       | Materials ... ..                                       |                                |  |         |  |
|                       | Repairs of Roads, Bridges, Signals, and Works ... ..   |                                |  |         |  |
|                       | Repairs of Stations and Buildings ... ..               |                                |  |         |  |
|                       | Special Expenditure (if any) ... ..                    |                                |  |         |  |
|                       | MILES MAINTAINED                                       |                                |  |         |  |
|                       | Double ... ..                                          |                                |  |         |  |
|                       | Single ... ..                                          |                                |  |         |  |
|                       | Total                                                  |                                |  |         |  |
|                       | Total                                                  |                                |  |         |  |

B.

## LOCOMOTIVE POWER.

| Half<br>Year<br>ended |                                                        | £ s. d. |  | £ s. d. |  |
|-----------------------|--------------------------------------------------------|---------|--|---------|--|
|                       | Salaries, Office Expenses, and General Superintendence |         |  |         |  |
|                       | RUNNING EXPENSES:—                                     |         |  |         |  |
|                       | Wages connected with the working of Locomotive         |         |  |         |  |
|                       | Engines...                                             |         |  |         |  |
|                       | Coal and Coke ... ..                                   |         |  |         |  |
|                       | Water ... ..                                           |         |  |         |  |
|                       | Oil, Tallow, and Other Stores ... ..                   |         |  |         |  |
|                       | REPAIRS AND RENEWALS:—                                 |         |  |         |  |
|                       | Wages ... ..                                           |         |  |         |  |
|                       | Materials ... ..                                       |         |  |         |  |
|                       | Special Expenditure ... ..                             |         |  |         |  |
|                       | Total                                                  |         |  |         |  |

## C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS.

| Half Year ended |                                                               | £ | s. | d. | £ | s. | d. |
|-----------------|---------------------------------------------------------------|---|----|----|---|----|----|
|                 | CARRIAGES:—                                                   |   |    |    |   |    |    |
|                 | Salaries, Office Expenses, and General Superintendence ... .. |   |    |    |   |    |    |
|                 | Wages ... ..                                                  |   |    |    |   |    |    |
|                 | Materials .. ...                                              |   |    |    |   |    |    |
|                 | WAGGONS:—                                                     |   |    |    |   |    |    |
|                 | Salaries, Office Expenses, and General Superintendence ... .. |   |    |    |   |    |    |
|                 | Wages ... ..                                                  |   |    |    |   |    |    |
|                 | Materials ... ..                                              |   |    |    |   |    |    |
|                 | TOTAL ... ..                                                  |   |    |    |   |    |    |

## D. TRAFFIC EXPENSES.

| Half Year ended |                                                  | £ | s. | d. |
|-----------------|--------------------------------------------------|---|----|----|
|                 | Salaries and Wages, &c. ... ..                   |   |    |    |
|                 | Fuel, Lighting, Water, and General Stores ... .. |   |    |    |
|                 | Clothing ... ..                                  |   |    |    |
|                 | Printing, Stationery, and Tickets ... ..         |   |    |    |
|                 | Horses, Harness, Vans, Provender, &c. ... ..     |   |    |    |
|                 | Wagon Covers, Ropes, &c. ... ..                  |   |    |    |
|                 | Joint Station Expenses ... ..                    |   |    |    |
|                 | Miscellaneous Expenses ... ..                    |   |    |    |
|                 | Special Expenditure (if any) ... ..              |   |    |    |

## E. GENERAL CHARGES.

| Half Year ended |                                                                | £ | s. | d. |
|-----------------|----------------------------------------------------------------|---|----|----|
|                 | Directors ... ..                                               |   |    |    |
|                 | Auditors and Public Accountants (if any) ... ..                |   |    |    |
|                 | Salaries of Secretary, General Manager, Accountant, and Clerks |   |    |    |
|                 | Office Expenses ditto ditto ditto                              |   |    |    |
|                 | Advertising ... ..                                             |   |    |    |
|                 | Fire Insurance ... ..                                          |   |    |    |
|                 | Electric Telegraph Expenses ... ..                             |   |    |    |
|                 | Railway Clearing House Expenses ... ..                         |   |    |    |
|                 | Special Expenditure (if any) ... ..                            |   |    |    |

[No. 13.] *Dr.* GENERAL BALANCE SHEET.*Cr.*

|                                                                                            | <i>£ s. d.</i> |                                                                                                | <i>£ s. d.</i> |
|--------------------------------------------------------------------------------------------|----------------|------------------------------------------------------------------------------------------------|----------------|
| To Capital Account, Balance at Credit thereof, as per account No. 4 ... ..                 |                | By Cash at Bankers—Current Account ... ..                                                      |                |
| " Net Revenue Account, Balance at Credit thereof, as per Account No. 10... ..              |                | " Cash on Deposit at Interest                                                                  |                |
| " Unpaid Dividends and Interest ... ..                                                     |                | " Cash invested in Consols and Government Securities                                           |                |
| " Guaranteed Dividends and Interest payable or accruing and provided for ...               |                | " Cash invested in shares of other Railway Companies not charged as Capital Expenditure ... .. |                |
| " Temporary Loans ... ..                                                                   |                | " General Stores—Stock of Materials on hand ... ..                                             |                |
| " Lloyd's Bonds and other Obligations not included in Loan Capital Statement, No. 8 ... .. |                | " Traffic Accounts due to the Company ... ..                                                   |                |
| " Balance due to Bankers ...                                                               |                | " Amounts due by other Companies... ..                                                         |                |
| " Debts due to other Companies... ..                                                       |                | " Do. do. Clearing House                                                                       |                |
| " Amount due to Clearing House... ..                                                       |                | " Do. do. Post Office ...                                                                      |                |
| " Sundry Outstanding Accounts... ..                                                        |                | " Sundry Outstanding Accounts... ..                                                            |                |
| " Fire Insurance Fund on Stations, Works, and Buildings ... ..                             |                | " Suspense Accounts (if any) to be enumerated ... ..                                           |                |
| " Insurance Fund on Steamboats ... ..                                                      |                | " Special Items ... ..                                                                         |                |
| " Special Items ... ..                                                                     |                |                                                                                                |                |
| <i>£</i>                                                                                   |                | <i>£</i>                                                                                       |                |

## [No. 14.]

## MILEAGE STATEMENT.

| Half Year ended. |                                  | Miles authorized. | Miles constructed. | Miles constructing or to be constructed. | Miles worked by Engines. |
|------------------|----------------------------------|-------------------|--------------------|------------------------------------------|--------------------------|
|                  | Lines owned by Company           |                   |                    |                                          |                          |
|                  | Do. partly owned                 |                   |                    |                                          |                          |
|                  | Do. leased or rented             |                   |                    |                                          |                          |
|                  | TOTAL ... ..                     |                   |                    |                                          |                          |
|                  | Do. worked... ..                 |                   |                    |                                          |                          |
|                  | Foreign Lines worked over ... .. |                   |                    |                                          |                          |
|                  | TOTAL ... ..                     |                   |                    |                                          |                          |

## [No 15.]

## STATEMENT OF TRAIN MILEAGE.

| Half Year ended |                                 |  |
|-----------------|---------------------------------|--|
|                 | Passenger Trains ... ..         |  |
|                 | Goods and Mineral Trains ... .. |  |
|                 | TOTAL... ..                     |  |

(Signed) \_\_\_\_\_ Chairman or Deputy Chairman of Company.

\_\_\_\_\_ Secretary or Accountant of Company.

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals, and other Works have during the past half year been maintained in good working condition and repair.

*Engineer.*

Date \_\_\_\_\_ 18 .

## CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggon, Machinery, and Tools, also the Marine Engines of the Steam Vessels, have during the past half year been maintained in good working order and repair.

*Chief Engineer, or  
Locomotive Superintendent.*

Date \_\_\_\_\_ 18 .

## AUDITOR'S CERTIFICATE.

*As prescribed by Act 30 and 31 Victoria, Cap. 37, to follow.*

## SECOND SCHEDULE.

| Date and<br>Chapter of Act.      | Title of Act.                                                                                                                                                                                                                                                                     |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 & 4 Vict. c. 97.<br>(in part.) | "An Act for regulating Railways," in part;<br>namely,—Section Twenty.                                                                                                                                                                                                             |
| 5 & 6 Vict. c. 55.<br>(in part.) | "An Act for the better regulation of Railways,<br>and for the Conveyance of Troops," in part;<br>namely,—Section Nineteen.                                                                                                                                                        |
| 7 & 8 Vict. c. 85.<br>(in part.) | "An Act to attach certain Conditions to the<br>Construction of future Railways authorized<br>or to be authorized by any Act of the present<br>or succeeding Sessions of Parliament, and<br>for other Purposes in relation to Railways,"<br>in part; namely,—Section Twenty-three. |



POOR LAW AMENDMENT, 1868.

---

81 & 82 Vict. Cap. 122. An Act to make further Amendments in the Laws for the Relief of the Poor in England and Wales (so far as it affects Railway Companies.) [31st July, 1868.]

Demand of  
rate from a  
corporation  
or a com-  
pany.

40. WHEN a poor rate is assessed upon any corporation aggregate, joint stock or other company, or any conservators or other public trustees, a demand for payment, either made by letter sent through the post addressed to the clerk or secretary or other principal officer of the corporation, company, conservators, or trustees, at the office of such corporation, company, conservators, or trustees, or made personally upon such clerk, secretary, or officer at such office, shall be deemed a sufficient demand, and a summons for the nonpayment of such rate may be served in like manner.

## INLAND REVENUE, 1868

31 & 32 Vict. Cap. 124. An Act to amend the Laws relating to the Inland Revenue (so far as it affects Railway Companies.) [31st July, 1868.]

12. In lieu of the duties now payable under the provisions of any act or acts of parliament upon transfer of debenture stock of any company, there shall be charged and paid upon every such transfer a stamp duty of two shillings and sixpence for every full sum of one hundred pounds, and also for any fractional part of one hundred pounds of the nominal amount of the stock transferred.

As to stamp  
duty on  
transfers of  
debenture  
stock.

## RAILWAY COMPANIES MEETINGS, 1869.

32 & 33 Vict. Cap. 6. An Act to repeal so much of The Regulation of Railways Act, 1868, as relates to the approval by Meetings of Incorporated Railway Companies of bills and certificates for conferring further powers on those companies. [19th April, 1869.]

BE it enacted by the Queen's most excellent Majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

Sect. 35 of  
31 & 32 Vict.  
c. 119, re-  
pealed, so far  
as relates to  
provisions  
herein  
named.

1. Section thirty-five of "The Regulation of Railways Act, 1868," (which relates to meetings of incorporated railway companies and the approval by such meetings of bills and certificates for conferring additional powers on those companies) is hereby repealed so far as relates to any bill introduced into either house of parliament, or application for a certificate made after the first of February, one thousand eight hundred and sixty-nine.

Short title.

2. This act may be cited as "The Railway Companies Meetings Act, 1869."

## LANDS CLAUSES CONSOLIDATION ACT AMENDMENT, 1869.

32 & 33 Vict. Cap. 18. An Act to amend the  
Lands Clauses Consolidation Act.

[24th June, 1869.]

WHEREAS it is expedient that the provisions contained in "The Lands Clauses Consolidation Act, 1845," should be amended :

Be it therefore enacted and declared by the Queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

1. Where in England, under "The Lands Clauses Consolidation Act, 1845," or any act incorporating the same, any question of disputed compensation is determined by arbitration, the costs of and incidental to the arbitration and award shall, if either party so requires, be taxed and settled as between the parties by any one of the taxing masters of the superior courts of law ; and such fees may be taken in respect of the taxation as may be fixed in pursuance of the enactments relating to the fees to be demanded and taken in the offices of such masters, and all those enactments, including the enactments relating to the taking of fees by means of stamps, shall extend to the fees in respect of the said taxation.

2. Section thirty-three of the Regulation of Railways Act, 1868, is hereby repealed, and any proceedings commenced in pursuance of that section may be continued under this act as if they had been commenced under it.

3. Where any lands by the special act authorized to be taken are situate within the city and liberty of Westminster, then, with respect to those lands, in every case in which any question of disputed compensation is required by the Lands Clauses Consolidation Act, 1845, or any act amending the same, to be determined by the verdict of a jury, the high bailiff of the city and liberty of Westminster, or his deputy, shall be deemed to be substituted for the sheriff throughout such of the enactments of the Lands Clauses Consolidation Act, 1845,

32 & 33 VICT. c. 18. i.

Costs of arbitrations, where either party so requires, to be settled by a master of superior courts.

Repeal of 31 & 32 Vict. c. 119, s. 83.

Provision respecting lands in Westminster.

32 & 33 VICT. and any act amending the same as relate to the reference  
CAP. 18. to a jury.

Short title.  
Construction  
of Acts.

4. This act may be cited as "The Lands Clauses Consolidation Act, 1869," and shall be construed as one with the Lands Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts Amendment Act, 1860, and these acts and this act may be cited together as the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

## GREENWICH HOSPITAL, 1869.

32 & 33 Vict. Cap. 44. An Act to make better provision respecting Greenwich Hospital, and the application of the revenues thereof (so far as it affects the Hexham and Allendale Railway). [2nd August, 1869.]

14. From and after the thirtieth day of September, Provision as one thousand eight hundred and sixty-nine, the Hexham to Hexham, and Allendale Railway Act, 1866, shall be read and have <sup>Act, Rail-</sup> effect as if the solicitor of the admiralty had been <sup>way,</sup> 39 & 40 Vict. mentioned throughout the enactments of that act instead <sup>c. 78 (local).</sup> of the controller of the Greenwich hospital estate; and the register of shareholders of the Hexham and Allendale railway company shall be altered (as far as is necessary) accordingly.

# COMPANIES CLAUSES ACT AMENDMENT, 1869.

32 & 33 Vict., Cap. 48. An Act to amend The Companies Clauses Act, 1863.

[2d August 1869.]

WHEREAS "The Companies Clauses Act, 1863," has been amended in certain respects as regards railway companies, and it is expedient that such amendments should extend to other companies :

Be it therefore enacted by the Queen's most excellent Majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

Amendment of Part III. of 26 & 27 Vict. c. 118, as to rate of interest on debenture stock.

1. Part III. of "The Companies Clauses Act, 1863," shall be read and have effect as if the following words, that is to say, "not exceeding the rate prescribed in the special act, and if no rate is prescribed, then not exceeding the rate of four pounds per centum per annum," had not been inserted in section 22 of that act, and any special act of a company passed before the passing of this act, prescribing any rate, shall be read and have effect as if no rate had been prescribed therein.

Restriction on rate of interest on debenture stock already authorized.

2. Provided, that any debenture stock, the creation whereof has been authorized by a company, but which has not been issued before the passing of this act, shall not be issued on any terms other than those whereon it might have been issued if this act had not been passed, unless and until the issue thereof, on terms other than as aforesaid, is after the passing of this act authorized by the company in manner provided in section 22 of "The Companies Clauses Act, 1863."

Power to issue debenture stock, subject to Part III. of 26 & 27 Vict. c. 118.

3. Any company having power to raise money on mortgage or bond by virtue of any act of parliament, but not having power to create and issue debenture stock, may create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act, 1863" (relating to debenture stock), and Part III. of the said act, as amended by this act, shall be deemed to be incorporated with the special act of every such company.

Advances to meet debentures falling due.

4. Money borrowed by a company for the purpose of paying off and duly applied in paying off bonds or mort-  
32 & 33 VICT. C. 48. i.

gages of the company given or made under the statutory powers of the company shall, so far as the same is so applied, be deemed money borrowed within and not in excess of such statutory powers. 32 & 33 VICT. CAP. 48.

5. Section 21 of "The Companies Clauses Act, 1863," shall, with respect to any company to which it is applicable under the provisions of this or any other act, be read and have effect as if the following words, that is to say, "but so that not less than the full nominal amount of any share or portion of stock be payable or paid in respect thereof," had not been inserted in that section. Power to issue shares or stock at discount

6. Any shares forming part of the capital (whether original or additional) authorized to be raised by any special act of a company passed before the present session which have not been disposed of may be disposed of in manner provided by Part II. of "The Companies Clauses Act, 1863," as amended by this act, and that part, as so amended, shall be deemed incorporated with such special act accordingly. Power to issue residue of original or other capital at discount.

7. Provided, that any shares, the creation whereof has been authorized by a company, but which have not been issued before the passing of this act, shall not be issued on any terms other than those whereon the same might have been issued if this act had not been passed unless and until the issue thereof on terms other than as aforesaid is after the passing of this act authorized by the company in manner provided by Part II. of "The Companies Clauses Act, 1863." Restriction on issuing at discount shares or stock already authorized.

8. Provided always, that this act shall not be construed to alter or extend the provisions of any act relating to share capital in respect of which the amount of profits to be divided is limited to a fixed rate per centum upon the paid-up capital of the company. Act not to affect provisions as to capital upon which the dividend is limited.

9. This act may be cited as "The Companies Clauses Act, 1869." Short title.



## MUNICIPAL FRANCHISE, 1869.

32 & 33 Vict., Cap. 55. An Act to shorten the Term of Residence required as a Qualification for the Municipal Franchise, and to make provision for other purposes (so far as it affects Railway Companies). [2d August, 1869.]

Proprietors of shares in railway companies, &c., not to be deemed contractors, &c., and not to be disqualified from election to municipal offices by reason of such holding.

5. FROM and after the passing of this act no person shall be deemed to have had or to have an interest in a contract or employment with, by, or on behalf of the council of any borough, by reason only of his having had or having a share or interest in any railway company, or in any company incorporated by act of parliament or by royal charter, or under "The Companies Act, 1862," and no councillor, alderman, or mayor, in any municipal corporation shall be deemed to have been, or to be disqualified to be elected or to be such councillor, alderman, or mayor by reason only of his having had or having any share or interest in any railway company or in any company incorporated by act of parliament or royal charter, or under "The Companies Act, 1862," but all elections of councillors, aldermen, or mayors, as aforesaid, shall be deemed and taken to have been and to be valid notwithstanding any such share or interest as aforesaid.

## CONTAGIOUS DISEASES (ANIMALS), 1869.

82 & 88 Vict. Cap. 70. An Act to consolidate, amend, and make perpetual, the Acts for preventing the introduction or spreading of Contagious or Infectious Diseases among Cattle and other Animals in Great Britain (so far as it affects Railway Companies).

[9th August, 1869.]

6. In this act (inter alia)—

the term "railway company" includes a company or person working a railway under lease or otherwise.

Interpretation.

30. Where a local authority, with the approval of the privy council have before or after the passing of this act provided, erected, and filled up within a part of a port defined by the privy council as a place where foreign animals may be landed, any wharf, lair, shed, market, house, or place for the landing, reception, sale, or slaughter of foreign animals, it shall not be lawful for the privy council (as long as importation of foreign animals at that port is allowed, but under restriction,) to revoke the definition of the part or parts of that port at which foreign animals may be landed, or to alter it so as to exclude therefrom any part of the site of such wharf, lair, shed, market, house, or place, except with the consent of the local authority; and if any railway company have provided, erected, or fitted up any such wharves, lairs, sheds, markets, houses, or places, the same may, with the approval of the privy council, be used for the purposes of this part of this act.

Continuance of defined part where market, &c. provided.

Railway company.

57. If any person exposes in a market or fair, or other public place, where horses or animals are commonly exposed for sale, or exposes for sale in any sale-yard, whether public or private, or places in a lair or other place adjacent to or connected with a market or fair, or where horses or animals are commonly placed before exposure for sale, or sends or causes to be carried on a railway, or on a canal, river, or other inland navigation, or on a coasting vessel, or carries, leads, or drives, or causes to be carried, led, or driven on a highway or thoroughfare, any horse or animal affected with a con-

Exposure for sale, transport by railway, &c. of diseased animals.

32 & 33 VICT.  
CAP. 70.

Steamboat  
and railway  
companies,  
&c. to dis-  
infect car-  
riages, boats,  
&c.

Water and  
food to be  
provided at  
railways to  
satisfaction  
of privy  
council.

tagious or infectious disease, he shall be deemed guilty of an offence against this act, unless he shows to the satisfaction of the justices before whom he is charged, that he did not know of the same being so affected, and that he could not with reasonable diligence have obtained such knowledge.

62. Every steamboat, railway, and other company, and every person carrying animals for hire to or in Great Britain, shall thoroughly cleanse and disinfect, in such manner as the privy council from time to time by order direct, all steamers, vessels, boats, pens, carriages, trucks, horse-boxes, and vehicles used by such company or person for the carrying of animals.

If any company or person on any occasion fails to comply with the requisitions of any such order, such company or person shall on every such occasion be deemed guilty of an offence against this act.

64. Every railway company shall make a provision, to the satisfaction of the privy council, of water and food, or either of them, at such stations as the privy council, from time to time, by general or specific description, direct, for animals carried or about to be or having been carried on the railway of the company; and such water and food, or either of them, shall be supplied to any such animal by the company carrying it, on the request in writing of the consignor thereof, or on the request of any person in charge thereof, and the company so supplying water and food, or either of them, may make in respect thereof such reasonable charges, if any, as the privy council by order approve, in addition to such charges as they are for the time being authorized to make in respect of the carriage of animals; and the amount of such additional charges accrued due in respect of any animal shall be debt from the consignor and from the consignee thereof to the company, and shall be recoverable by the company from either of them by proceedings in any court of competent jurisdiction, and the company shall have a lien for the amount thereof on the animal in respect of which the same accrued due, and on any other animal at any time consigned by the same person to be carried by the company.

If any company on any occasion fails to comply with the requirements of this section, they shall on every such occasion be deemed guilty of an offence against this act. If in the case of any animal such request as aforesaid is not made, so that the animal remains without a supply of water for thirty consecutive hours, or other period not being less than twelve hours, as the privy council from time to time by order prescribe, the consignor and the person in charge of the animal shall each be deemed guilty

of an offence against this act; and it shall lie on the person accused to prove the time within which the animal has had a supply of water.

32 & 33 VICT.  
CAP. 70.

107. In proceedings before justices under this act, any railway company or other body corporate may appear by any member of their board of directors or council, or by any officer authorized in writing under the hand of any director or member of the council of the company or body.

Appearance  
of com-  
panies, &c.

## RAILWAYS ABANDONMENT, 1869.

**32 & 33 Vict. Cap. 114.** An Act to amend the Law relating to the Abandonment of Railways and the Dissolution of Railway Companies.

[11th August, 1869.]

**WHEREAS** by the provisions of The Abandonment of Railways Act, 1850, as revived and amended by The Railway Companies (Scotland) Act, 1867, and The Railway Companies Act, 1867, a railway company may if their whole railway is authorized to be abandoned be wound up under The Companies Act, 1862; and doubts have arisen whether such company can be so wound up on the petition of a creditor or of any person except a shareholder, and it is expedient to remove such doubts and otherwise to amend the said acts:

Be it enacted by the Queen's most excellent Majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same as follows:

**Short title.**

1. This act may be cited as The Abandonment of Railways Act, 1869.

**Interpretation.**

2. In this act "the court" means the High Court of Chancery in England, the Court of Chancery in Ireland, or the Court of Session in Scotland, according as the railway was authorized to be made in England, Ireland, or Scotland respectively.

**Construction of act.**  
13 & 14 Vict.  
c. 83.  
30 & 31 Vict.  
cc. 126, 127.

3. This act shall be construed as one, so far as it extends to Scotland, with "The Abandonment of Railways Act, 1850," as amended by "The Railway Companies (Scotland) Act, 1867," and so far as it extends to England or Ireland with "The Abandonment of Railways Act, 1850," as amended by "The Railway Companies Act, 1867," and those acts are in this act referred to as the principal acts.

**Petition for winding up of railway company may be presented under**  
25 & 26 Vict.  
c. 89, an 1  
30 & 31 Vict.  
c. 131.

4. Where a warrant has been granted under the principal acts for the abandonment of the whole railway of any railway company a petition for winding up the affairs of such company may be presented under The Companies Acts, 1862 and 1867, by the company, or by any person who under the last-mentioned acts is authorized to present a petition for winding up a company, or by any person upon whose application the board of

32 & 33 VICT. C. 114. i.

trade may proceed in pursuance of section thirty-two of The Railway Companies (Scotland) Act, 1867, and The Railway Companies Act, 1867, as the case may be, and for that purpose the railway company whose railway is so authorized to be abandoned shall be deemed to be an unregistered company which may be wound up under The Companies Acts, 1862 and 1867, and the provisions of the principal acts which remain in force relating to winding up shall be construed as if The Companies Acts, 1862 and 1867, and the winding-up provided by this section, were therein referred to.

32 & 33 VICT.  
CAP. 114.

5. If the warrant for the abandonment was made on condition that the money deposited as security for the completion of the railway, or the stocks, funds, or securities in which the same is invested, or the money secured by any bond conditioned for the completion of the railway, or for payment of money in default thereof, should be applied as part of the assets of the company, the court may, if it think fit, direct that such money, stocks, funds, and securities shall not be applicable for the payment of any debt, or part of a debt which, regard being had to what is fair and reasonable as between all the parties interested under all the circumstances of the case, appears to the court to have been incurred on account of the promotion of the company.

Application  
of deposit,  
&c.

Any person who provided such money or any part thereof, or who entered into such bond, may, subject to any directions or rules of the court, attend all proceedings under this section and other proceedings in the winding-up, and apply to the court to act under this section.

6. Where the warrant for abandonment is made on condition that the money deposited as security for the completion of the railway, or the stocks, funds, or securities in which the same is invested, or the money secured by any bond conditioned for the completion of the railway or for payment of money in default thereof, shall be applied as part of the assets of the company, the following provisions shall have effect:

Transfer of  
deposit and  
assignment  
of bond.

- (1.) The court in which the company is being wound up may order such money, stocks, funds, or securities, or so much thereof as is required to be applied as assets of the company, to be paid, transferred, or delivered out to the official liquidator, and unless the court is satisfied that the same or any part thereof are not required to be applied as assets, shall not order the same or any part thereof to be paid, transferred, or delivered out to any other person:

- (2.) The commissioners of her majesty's treasury, upon

32 & 33 VICT. c. 114. ii.

32 & 33 Vict.  
CAP. 114.

the application of the official liquidator, made with the sanction of the court, may, if they think fit, assign the bond to the official liquidator, and upon such assignment the bond shall be deemed to have been entered into with the official liquidator in his official name, and with his successors in that office, and may, subject to the sanction of the court, be enforced accordingly :

- (3.) Any bond so assigned may, after a sufficient sum has been paid thereunder as assets of the company, be cancelled by the court.

Saving for  
rights to  
residue of  
deposit.

7. Nothing in the principal acts or in this act shall affect any right to that part of the money deposited as security for the completion of the railway, or of the stocks, funds, or securities on which the same is invested, or of the money secured by any bond conditioned for the completion of the railway, which is not applied in payment of the debts and liabilities of the company, or required for that purpose.

Application  
for abandon-  
ment by  
judgment  
creditor.

8. Where a company, no part of the railway of which is open for traffic, has been required by any judgment or order of any court to pay a sum of money to any person or body corporate, and has made default in such payment, the board of trade may proceed under the principal acts, upon the application of such person or body, in the same manner as if such person or body were mentioned in that behalf in the said section.

Notices  
under  
sect. 17 of  
13 & 14 Vict.  
c. 88.

9. The notice given in pursuance of section seventeen of The Abandonment of Railways Act, 1850, may, where there is no secretary of the company, or no office of the company, require claims or demands to be sent to such person or to such place as the board of trade direct.

Repeal of  
winding-up  
sections of  
13 & 14 Vict.  
c. 88.

10. Section twenty-nine of The Abandonment of Railways Act, 1850, from "and they shall accordingly" to the end of that section, and sections thirty, thirty-one, thirty-two, and thirty-three of The Abandonment of Railways Act, 1850, and so much of section thirty-one of The Railway Companies (Scotland) Act, 1867, and of The Railway Companies Act, 1867, respectively, as amends the said sections, are hereby repealed, without prejudice to anything already done thereunder; and all proceedings commenced in pursuance of those sections shall be continued under the provisions of this act.

RAILWAYS (POWERS AND CONSTRUCTION),  
1870.

83 & 34 Vict. Cap. 19. An Act to amend "The Railway Companies Powers Act, 1864," and "The Railway Construction Facilities Act, 1864."  
[20th June, 1870.]

WHEREAS it is expedient to amend "The Railway Companies Powers Act, 1864," and also "The Railways Construction Facilities Act, 1864 :"

Be it therefore enacted by the Queen's most excellent Majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

1. This act may be cited for all purposes as "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870." Short title.

2. From and after the passing of this act, there shall be repealed sections seven and eight of the Railway Companies Powers Act, 1864, and Part I. of the schedule annexed to the said act; and sections nine and ten of The Railways Construction Facilities Act, 1864, and Part I. of the schedule annexed to the said act. Parts of acts hereinafter named repealed.

3. Any railway or canal company, which for the purposes of this act shall include the owners, lessees, or proprietors of any canal or inland navigation, may, in case it desires to be heard by counsel, agents, and witnesses against any application for a certificate under The Railway Companies Powers Act, 1864, or for a certificate authorizing any proposed undertaking under The Railways Construction Facilities Act, 1864, (each of which acts is in this act respectively referred to as the Act of Application,) lodge at the office of the board of trade, within the time prescribed by the schedule to this act annexed, a notice in writing to that effect (in this act referred to as a notice of opposition), in the forms set forth in the same schedule, with such variations as circumstances require. Powers of Board of Trade where notice of opposition lodged.

Where a notice of opposition has been lodged the board of trade may nevertheless, if they think fit, proceed upon the application, but they shall in such case

83 & 34 VICT. C. 19. i.



33 & 34 VICT. CAP. 19. settle a provisional certificate in accordance with the provisions of this act.

Every provisional certificate under this act shall be settled in like manner, shall certify to the like effect, and contain the like provisions in every respect as if the same were a draft certificate settled by the board of trade, under the authority of the Act of Application in a like case, but where no notice of opposition was lodged.

When any such provisional certificate is confirmed in manner by this act provided, the same shall have all the force and operation of a certificate duly made and issued by the board of trade, under the authority of the Act of Application, but previously to such confirmation it shall not be of any validity whatsoever.

When any provisional certificate is settled under this act notice thereof shall be given by the promoters in like manner as if the same were a draft certificate under the Act of Application according to the provisions of such act in that behalf.

As to payment of costs of orders.

The costs of and connected with the preparation and making of each provisional certificate shall be paid by the promoters, and the board of trade may require the promoters to give security for such costs before they proceed with the provisional certificate.

Confirmation of Provisional Certificate by act of parliament.

4. On proof to the satisfaction of the board of trade that notice of such certificate was duly given in manner aforesaid, the board of trade shall, as soon as they conveniently can after the expiration of seven days after such proof, procure a bill to be introduced into either house of parliament for an act to confirm the provisional certificate, which shall be set out at length in the schedule to the bill.

If while any such bill is pending in either house of parliament a petition is presented against any provisional certificate comprised therein, the bill, so far as it relates to the certificate petitioned against, may be referred to a select committee, and the petitioner shall be allowed to appear and oppose as in the case of a bill for a special act.

The provisions of the act of this present session of parliament, intituled "An Act to empower Committees on Bills confirming Provisional Orders to award costs and to examine witnesses on oath," shall extend and apply to any select committee to whom any bill to confirm a provisional certificate under this act has been referred, in like manner and subject to the same conditions in every respect as if such provisional certificate were a provisional order.

The act of parliament confirming any provisional certificate shall be deemed a public general act.

33 & 34 VICT. c. 19. ii.

5. From and after the passing of this act, section 33 & 34 VICT. thirty-three of the said Railways Construction Facilities Act, 1864, relating to the gauge of railways, shall be and the same is hereby repealed, and every railway made under the authority of a certificate under the said act or this act shall be made on such gauge as shall be prescribed by such certificate. CAP. 19.  
Section 33 of  
27 & 28 Vict.  
c. 121.  
repealed.

Sections four, six, seven, and eight of the act of the session of the ninth and tenth years of the reign of her present Majesty, chapter fifty-seven, intituled "An Act for Regulating the Gauge of Railways," shall apply to any railway made under the authority of any such certificate as aforesaid, and to the gauge thereby prescribed. Application  
of sections  
4, 6, 7, and  
8 of 9 & 10  
Vict. c. 57.

For the purposes of such application the provisions of the certificate relating to gauge shall be deemed to be included in the provisions of the said act of the ninth and tenth years of the reign of her present Majesty chapter fifty-seven. Gauge of  
railways.

6. All enactments amending, perpetuating, or otherwise affecting the enactments described in Part IV. of the schedule to the said Railways Construction Facilities Act, 1864, and which are now in force, or which may hereafter become law, shall, in like manner and subject to the like variations and provisions as the enactments described in the said schedule, extend and apply, as the case may require, to the railway, and to the company or persons empowered by the certificate under the said act or this act to make the railway, and shall in all respects operate in relation thereto respectively as if they were expressly repeated and re-enacted in the said act, save where the same are expressly varied or excepted by such certificate. Amendment  
of Part IV.  
of the sche-  
dule to  
27 & 28 Vict.  
c. 121.

### The SCHEDULE referred to in the foregoing Act.

#### *Notice of Opposition.*

In the matter of  
The Railways Companies Powers Act, 1864, and The Railways (Powers  
and Construction) Acts, 1864, Amendment Act, 1870,  
and  
The application of the Railway Company for a certificate,  
the draft whereof is intituled [*set out title*].  
We, the Railway [or Canal] Company hereby declare and  
give notice that we desire to be heard by counsel, agents, and witnesses  
33 & 34 VICT. c. 19. iii.

against the granting to the above-named railway company of the powers sought to be obtained by them by the above-mentioned application.

Dated this                      day of                      18                      .

Witness *A. B.*

L.S.

*Or,*

*Notice of Opposition.*

In the matter of  
The Railways Construction Facilities Act, 1864, and The Railways  
(Powers and Construction) Acts, 1864, Amendment Act, 1870,  
and

The (proposed)                      Railway.

We, the                      Railway [*or Canal*] Company hereby declare and  
give notice that we desire to be heard by counsel, agents, and witnesses  
against the above-mentioned proposed undertaking.

Dated this                      day of                      18                      .

Witness, *A. B.*

L.S.

*Time for Lodging Notice of Opposition.*

Notice of opposition by a Railway or Canal Company is to be lodged  
at the office of the Board of Trade, not later than the 1st day of Au-  
gust, or the 1st day of January, next succeeding the date of the ad-  
vertisement of application, according as the same is published in the  
month of June or in the month of November.

## CATTLE DISEASE (IRELAND), 1870.

33 & 34 Vict. Cap. 36. An Act to amend "The Cattle Disease Act (Ireland), 1866," (so far as it affects Railway Companies).

[1st August, 1870.]

3. EVERY steamboat company, railway company, and other company, and every person carrying animals for hire to or from or in any part of Ireland, shall thoroughly cleanse and disinfect in such manner as the lord lieutenant by and with the advice of her Majesty's privy council in Ireland, from time to time by order may direct, all steamers, vessels, boats, pens, carriages, trucks, horse boxes, and vehicles used by such company or person for the carrying of animals. Railway and other companies to cleanse and disinfect, &c.

If any company or person on any occasion fails to comply with the requisitions of any such order, such company or person shall on every such occasion be deemed guilty of an offence against this act.

4. Every railway company shall make a provision to the satisfaction of the lord lieutenant and her Majesty's privy council in Ireland, of water and food, or either of them, at such stations as they from time to time, by general or specific description, direct for animals carried or about to be or having been carried on the railway of the company; and such water and food, or either of them, shall be supplied to any such animal by the company carrying it, on the request in writing of the consignee thereof, or on the request of any person in charge thereof; and the company so supplying water and food, or either of them, may make in respect thereof such reasonable charges, if any, as the lord lieutenant and her Majesty's privy council in Ireland may by order approve, in addition to such charges as they are for the time being authorized to make in respect of the carriage of animals; and the amount of such additional charges accrued due in respect of any animal shall be a debt from the consignor and from the consignee thereof to the company, and shall be recoverable by the company from either of them, by proceedings in any court of competent jurisdiction, and the company shall have a lien for the amount thereof on the animal in respect of which the same accrued due, and on any other animal at any time Water and food to be provided by railway companies.

33 & 34 Vict. c. 36. i.

33 & 34 VICT. CAP. 36. consigned by the same person to be carried by the company.

If any company on any occasion fails to comply with the requirements of this section they shall on every such occasion be deemed guilty of an offence against this act. If in the case of any animal such a request as aforesaid is not made, so that the animal remains without a supply of water for a longer time than twelve consecutive hours, the consignor, and the person in charge of the animal, shall each be deemed guilty of an offence against this act; and it shall lie on the person accused to prove the time within which the animal has had a supply of water.

## REGULATION OF RAILWAYS, 1871.

**34 & 35 Vict. Cap. 78. An Act to amend the Law respecting the Inspection and Regulation of Railways.**  
 [14th August, 1871.]

BE it enacted by the Queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows :

## Preliminary.

1. This Act so far as is consistent with the tenor thereof shall be construed as one with the Acts mentioned in schedule two to this Act and with the Regulation of Railways Act, 1868, and those Acts and this Act may be cited together as the Regulation of Railways Act, 1840 to 1871 ; and this Act and each of the Acts mentioned in schedule two to this Act may be cited as the Regulation of Railways Act of the year in which it was passed.

Construction of Act and short title.

## 2. In this Act—

The term "railway" means the whole or any portion of a railway or tramway, whether worked by steam or otherwise, which has been authorised by any special act of parliament or by any certificate under act of parliament :

Interpretation of terms.

The term "company" means a company incorporated either before or after the passing of this Act for the purpose of constructing, maintaining, or working a railway in the United Kingdom (either alone or in conjunction with any other purpose), and includes, except when otherwise expressed, any individual or individuals not incorporated who are owners or lessees of a railway in the United Kingdom or parties to an agreement for working a railway in the United Kingdom :

The term "person" includes a body corporate :

The term "court of summary jurisdiction" means any justices of the peace, metropolitan police magistrate, stipendiary magistrate, sheriff, sheriff substitute, or other magistrate, or officer, by whatever name called, who is capable of exercising jurisdiction in summary proceedings for the recovery of penalties.

"Court of summary jurisdiction."

34 & 35 VICT.  
CAP. 78.

Board of  
trade may  
appoint  
inspectors of  
railways.

Powers of  
inspectors of  
railways.

### Inspection of Railways.

3. The board of trade may from time to time appoint any person to be inspector for the purpose of inspecting any railway and of making any inquiry with respect to any railway or into the cause of any railway accident which the board of trade are authorised to make or direct, and of enabling the board of trade to carry the provisions of any general Act relating to railways into execution, or for any of such purposes: provided that no person so appointed shall exercise any powers of interference in the affairs of any company.

4. Every inspector under this Act shall for the purpose of any inspection or inquiry which he is directed by the board of trade to make or conduct have the following powers: (that is to say,)

- (1.) He may enter and inspect any railway and all the stations, works, buildings, offices, stock, plant, and machinery belonging thereto:
- (2.) He may by summons under his hand require the attendance of any person who is engaged in the management, service, or employment of a company as defined by this Act, and whom he thinks fit to call before him and examine for the said purpose and may require answers or returns to such inquiries for the said purpose as he thinks fit to make from such person or company:
- (3.) He may require and enforce the production of all books, papers, and documents of a company which he considers important for the said purpose.

Extension of  
5 & 6 Vict.  
c. 55. ss. 4 to  
6, to new  
works.

5. The provisions of the Regulation of Railways Act, 1842, and the Acts amending the same, with respect to the opening of any railway, shall extend to the opening of any additional line of railway, deviation line, station, junction, or crossing on the level which forms a portion of or is directly connected with a railway on which passengers are conveyed, and has been constructed subsequently to the inspection of such railway on behalf of the board of trade previous to the original opening of such railway: provided always, that the board of trade may, with respect to any of the works in this section mentioned, from time to time upon the application of any railway company dispense with any notice which, under the provisions of the said Acts, is required to be given to the board of trade previous to opening any railway.

### Accidents.

Companies  
to make  
returns of  
accidents to

6. Where in or about any railway or any of the works or buildings connected with such railway, or any building or place, whether open or enclosed, occupied by the  
34 & 35 VICT. c. 78. ii.

company working such railway, any of the following accidents takes place in the course of working any railway; (that is to say,) 84 & 85 VICT.  
CAP. 78.

- (1.) Any accident attended with loss of life or personal injury to any person whomsoever;
- (2.) Any collision where one of the trains is a passenger train;
- (3.) Any passenger train or any part of a passenger train accidentally leaving the rails;
- (4.) Any accident of a kind not comprised in the foregoing descriptions, but which is of such a kind as to have caused or to be likely to cause loss of life or personal injury, and which may be specified in that behalf by any order to be made from time to time by the board of trade,

the company working such railway, and also, if the accident happen to a train belonging to any other company, such last-mentioned company, shall send notice of such accident and of the loss of life or personal injury (if any) occasioned thereby to the board of trade.

Such notice shall be in such form and shall contain such particulars as the board of trade may from time to time direct, and shall be sent by the earliest practicable post after the accident takes place.

The board of trade may from time to time by order direct that notice of any class of accidents shall be sent to them by telegraph, and may revoke any such order. Notice of every such order shall be sent to every railway company, and while it is in force notice of every accident of the class to which the order relates shall be sent to the board of trade by telegraph immediately after the accident takes place.

Every company who fail to comply with the provisions of this section shall be liable for each offence to a penalty not exceeding twenty pounds.

7. The board of trade may direct an inquiry to be made by an inspector into the cause of any accident, of which notice is for the time being required by or in pursuance of this Act to be sent to the board of trade; and where it appears to the board of trade, either before or after the commencement of any such inquiry, that a more formal investigation of the accident, and of the causes thereof, and of the circumstances attending the same, is expedient, the board of trade may, by order, direct such investigation to be held, and with respect to such investigation the following provisions shall have effect:

- (1.) The board of trade may, by the same or any subsequent order, appoint any person or persons possessing legal or special knowledge to assist

*Inquiry into accidents, and formal investigation in serious cases.*



an inspector in holding the same, or may direct the county court judge, stipendiary magistrate, metropolitan police magistrate, or other person or persons named in the same or any subsequent order, to hold the same with the assistance of an inspector or any other assessor or assessors named in the order :

- (2.) The persons holding any such formal investigation (hereinafter referred to as the court) shall hold the same in open court in such manner and under such conditions as they may think most effectual for ascertaining the causes and circumstances of the accident, and enabling them to make the report in this section mentioned :

- (3.) The court shall have for the purpose of such investigation all the powers of a court of summary jurisdiction when acting as a court in the exercise of its ordinary jurisdiction, and all the powers of an inspector under this Act, and in addition the following powers ; namely,

(a.) They may enter and inspect any place or building the entry or inspection whereof appears to them requisite for the said purpose :

(b.) They may by summons under their hands require the attendance of all such persons as they think fit to call before them and examine for the said purpose, and may for such purpose require answers or returns to such inquiries as they think fit to make :

(c.) They may require and enforce the production of all books, papers, and documents which they consider important for the said purpose :

(d.) They may administer an oath, and require any person examined to make and sign a declaration of the truth of the statements made by him in his examination.

(e.) Every person so summoned not being a person engaged in the management, service, or employment of a company, or otherwise connected with a company, shall be allowed such expenses as would be allowed to a witness attending on subpoena before a court of record ; and in case of dispute as to the amount to be allowed, the same shall be referred by the court to a master of one of the superior courts, who, on request under the hands of the members of the court, shall ascertain and certify the proper amount of such expenses :

- (4.) The inspector making an inquiry into any accident and the court holding an investigation of any accident shall make a report to the board of trade stating the causes of the accident and all the circumstances attending the same, and any observations thereon or on the evidence or on any matters arising out of the investigation which they think right to make to the board of trade, and the board of trade shall cause every such report to be made public in such manner as they think expedient.

34 &amp; 35 VICT.

CAP. 78.

8. Where any coroner in England holds or is about to hold an inquest on the death of any person occasioned by an accident, of which notice for the time being is required by or in pursuance of this Act to be sent to the board of trade, and makes a written request to the board of trade in this behalf, the board of trade may appoint an inspector or some person possessing legal or special knowledge to assist in holding such inquest, and such appointee shall act as the assessor of the coroner, and shall make the like report to the board of trade, and the report shall be made public in like manner as in the case of a formal investigation of an accident under this Act.

Appoint-  
ment of an  
assessor to  
coroner.

#### Railway Statistics.

9. Every company shall annually prepare returns of their capital, traffic, and working expenditure for the last preceding financial year of the company in accordance with the forms contained in schedule one to this Act, and a copy of each return, signed by the chairman or deputy chairman of the directors of the company, and by the officer of the company responsible for the correctness of each return, or any part thereof, shall be forwarded by the company to the board of trade at the times following; (that is to say,)

Companies  
to furnish  
statements  
of capital,  
traffic, and  
working ex-  
penditure.

if the company is an incorporated company, within fourteen days after the first ordinary half-yearly meeting of the company held in each year:

if the company is not an incorporated company, or fails to hold half-yearly meetings, not later than the thirty-first day of March in each year.

Any company which fails to forward the said return in accordance with the provisions of this section shall be liable to a penalty not exceeding five pounds for every day during which such default continues.

The board of trade, with the consent of a company, may alter the said forms as regards such company for the purpose of adapting them to the circumstances of such company or of better carrying into effect the objects of this section.

34 & 35 VICT. C. 78. v.

34 & 35 VICT.  
CAP. 78.

Penalty for  
false return.

10. If any return which is required by this Act is false in any particular to the knowledge of any person who signs the same, such person shall be liable on conviction thereof on indictment to fine and imprisonment, or on summary conviction thereof to a penalty not exceeding fifty pounds.

#### Miscellaneous.

Disobedi-  
ence to or  
obstruction  
of Inspector  
or court.

11. If any person, without reasonable excuse (proof whereof shall lie on him), does any of the following things; namely,

(1.) Having been summoned, and having had the expenses (if any) to which he is entitled tendered to him, fails to attend as a witness before any inspector under this Act, or before a court holding an investigation under this Act, or fails when required by the inspector or such court in pursuance of this Act so to do, to make any answer, or to give any return, or to produce any document, or to make or sign any declaration; or

(2.) Prevents or impedes the inspector or such court in the execution of his or their duty, he shall for every such offence incur a penalty not exceeding ten pounds, and in the case of a refusal to make any return or produce any document, not exceeding ten pounds during every day that such failure continues; and where the offence consists of preventing or impeding as aforesaid, the inspector, or any member of such court, or any person called by him to his assistance, may seize and detain the offender until he can be conveniently taken before a court of summary jurisdiction, to be dealt with according to law.

Limitation  
of liability  
of companies  
on sea  
voyages in  
certain  
cases.

12. Where a railway company under a contract for carrying persons, animals, or goods by sea procure the same to be carried in a vessel not belonging to the railway company, the railway company shall be answerable in damages in respect of loss of life or personal injury, or in respect of loss of or damage to animals or goods, in like manner and to the same amount as the railway company would be answerable if the vessel had belonged to the railway company; provided that such loss of life or personal injury, or loss or damage to animals or goods, happens to the person, animals, or goods (as the case may be) during the carriage of the same in such vessel, the proof to the contrary to lie upon the railway company.

Punishment  
of juvenile  
offenders for  
casting

13. The following Acts—

The Act of the session of the tenth and eleventh years of her majesty's reign (chapter eighty-  
34 & 35 VICT. c. 78. vi.

two), "for the more speedy trial and punishment of juvenile offenders;" and  
 The Act of the session of the thirteenth and fourteenth years of her majesty's reign (chapter thirty-seven), "for the further extension of summary jurisdiction in cases of larceny,"

34 & 35 VICT.  
CAP. 78.

stones, &c.,  
on railway  
carriages,  
&c.

shall have effect as if there had been mentioned therein, in addition to the offence of larceny, the several offences following:

The offences mentioned in sections thirty-two and thirty-three of the Act of the session of the twenty-fourth and twenty-fifth years of her majesty's reign (chapter one hundred), "to consolidate and amend the statute law of England and Ireland relating to offences against the person;" and

The offences mentioned in section thirty-five of the Act of the same session (chapter ninety-seven), "to consolidate and amend the statute law of England and Ireland relating to malicious injuries to property."

Nothing in this section shall affect any offence committed before the passing of this Act.

14. Section twenty-three of "The Regulation of Railways Act, 1868," shall have effect as if the words "after having once received warning" were substituted therein for the words "after having received warning."

Penalty for  
trespasses on  
railways.

Nothing in this section shall affect anything done before the passing of this Act.

15. Every penalty imposed by this Act shall be recovered and applied in the same manner as penalties imposed by the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Consolidation (Scotland) Act, 1845 (as the case may require), are for the time being recoverable and applicable.

Recovery,  
&c., of pen-  
alties.

16. In the application of this Act to Scotland—

(1.) The term "attending on subpoena before a court of record" means attending on citation the Court of Justiciary.

Application  
of Act to  
Scotland.

(2.) The queen's and lord treasurer's remembrancer shall perform the duties of a master of one of the superior courts under this Act.

(3.) The term "stipendiary magistrate" means a sheriff or sheriff substitute.

17. The several Acts set forth in schedule two to this Act shall be repealed to the extent to which such Acts are therein expressed to be repealed.

Repeal of  
Acts.

Provided that any inspector appointed under any enactment hereby repealed shall be deemed to have been

34 & 35 VICT. c. 78. vii.

34 & 35 VICT. appointed under this Act, and the repeal enacted in this  
CAP. 78. Act shall not affect—

- (1.) Anything duly done or suffered before the passing of this Act under any enactment hereby repealed :
- (2.) Any right or privilege acquired or any liability incurred before the passing of this Act under any enactment hereby repealed :
- (3.) Any penalty, forfeiture, or other punishment incurred before the passing of this Act in respect of any offence against any enactment hereby repealed :
- (4.) The institution or prosecution of any investigation or legal proceeding or any other remedy for ascertaining, enforcing, or recovering any such liability, penalty, forfeiture, or punishment as aforesaid.

Commence-  
ment of Act. 18. This Act shall not come into operation until the first day of November one thousand eight hundred and seventy-one.

Continued on page 574.

# SCHEDULE ONE. RETURNS.

FORM I.

RETURN in pursuance of \_\_\_\_\_, by the \_\_\_\_\_ Railway Company, of their authorised Share and Loan Capital, and the Sums received in respect of their Ordinary Capital, and Preferential Capital, and Debenture Stock, or Funded Debt, on the 31st December, 18—, specifying the Rate per Cent. of the Dividends for the year 18—, on each of the said Capitals, showing also the Loans outstanding on the 31st December, 18—, classified according to the several Rates per Cent. of Interest, and the Capital subscribed to other Undertakings, whether such Undertakings are on lease to, or worked by, the Subscribing Company, or are Independent.

| NAME OF COMPANY. | * Authorised Capital up to the 31st December, 18—, including Capital authorised as Subscriptions to other Undertakings, whether such Undertakings are on lease to, or worked by, the Subscribing Company, or are Independent. |           |        | Paid-up Stock and Share Capital at 31st December 18—, including Subscriptions paid up to other Undertakings. |             |                              |                        |                                |                        |                                                         |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|--------------------------------------------------------------------------------------------------------------|-------------|------------------------------|------------------------|--------------------------------|------------------------|---------------------------------------------------------|
|                  | † By Shares.                                                                                                                                                                                                                  | By Loans. | Total. | Rate per Cent. of Dividend.                                                                                  | Guaranteed. | Guaranteed Rate of Dividend. | Rate of Dividend paid. | Preferential Rate of Dividend. | Rate of Dividend paid. | Total paid-up Stock and Share Capital at 31st Dec. 18—. |
|                  |                                                                                                                                                                                                                               |           |        |                                                                                                              |             |                              |                        |                                |                        |                                                         |
|                  | £                                                                                                                                                                                                                             | £         | £      | £                                                                                                            | £           |                              |                        | £                              |                        | £                                                       |

| Capital raised by Loans and Debenture Stock at 31st December, 18—. |                   |                  |                   | Total Stock and Share Capital paid up and Capital raised by Loans and Debenture Stock at 31st Dec., 18—. | Subscriptions to other Companies. | REMARKS. |
|--------------------------------------------------------------------|-------------------|------------------|-------------------|----------------------------------------------------------------------------------------------------------|-----------------------------------|----------|
| Loans.                                                             | Rate of Interest. | Debenture Stock. | Rate of Interest. | Total raised by Loans and by Debenture Stock at 31st Dec., 18—.                                          |                                   |          |
| £                                                                  |                   | £                |                   | £                                                                                                        | £                                 |          |

NOTE.—This return should be dated and signed by the officer or officers of the company responsible for its correctness.

\* This should include all capital authorised to be raised by Acts of Parliament, or by certificates of the Board of Trade under the Railway Companies Powers Act, 1864; but should not include capital authorised only for purposes which have lapsed by abandonment or otherwise.

† In cases where a subscription is authorised out of existing capital, no addition should be made in respect of it to the sum entered in this column, but only to the sum entered in the last column.

‡ Care should be taken not to confound debenture stock with ordinary debenture loans, and not to enter the same sum under both heads.

Continued from page 573

RETURN in pursuance of \_\_\_\_\_, of the TRAFFIC in Passengers and Goods, during the Year ending 31st December, 18—,\* upon the \_\_\_\_\_ Railway, and upon the + \_\_\_\_\_ Railways belonging to, worked, or leased by the \_\_\_\_\_ Railway Company.

[illegible]





*Continued on page 578.*

## FORM III.

RETURN in pursuance of \_\_\_\_\_, by the \_\_\_\_\_ Railway Company,  
 of the Working Expenditure and Rolling Stock of the \_\_\_\_\_ Railway and  
 of the\* \_\_\_\_\_ Railways, worked or leased by the \_\_\_\_\_  
 Railway Company.

| NAME OF<br>RAILWAY COMPANY. | 1.<br><br>Length of<br>Line open on<br>31st Decem-<br>ber, 18—† | 2.                                                                  | 3.                                                           | 4.                                                         | 5.                                                     | 6.                  | 7.                   | 8.                       | 9.                                                |
|-----------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------|---------------------|----------------------|--------------------------|---------------------------------------------------|
|                             |                                                                 | WORKING EXPENDITURE<br>During the Year ending 31st December, 18   † |                                                              |                                                            |                                                        |                     |                      |                          |                                                   |
|                             |                                                                 | Maintenance<br>and<br>Renewal<br>of Way and<br>Works.               | Locomotive<br>Power<br>(including<br>Stationary<br>Engines). | Repairs and<br>Renewals of<br>Carriages<br>and<br>Waggons. | Traffic<br>Charges<br>(Coaching<br>and<br>Merchandise) | General<br>Charges. | Rates and<br>Taxes.‡ | Govern-<br>ment<br>Duty. | Compensa-<br>tion for<br>Personal<br>Injury, &c.‡ |
|                             | Miles                                                           | £                                                                   | £                                                            | £                                                          | £                                                      | £                   | £                    | £                        | £                                                 |

| 10.                                                                 | 11.                                     | 12.                                              | 13.                                                                            | 14.                                   | 15.                                          | 16.                                                                 | 17.                                                      | 18.                                                                                                                | 19.                                                                                                                 | 20.                                           |
|---------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| WORKING EXPENDITURE<br>During the Year ending 31st December, 18--.† |                                         |                                                  |                                                                                |                                       | ROLLING STOCK<br>on the 31st December, 18--. |                                                                     |                                                          |                                                                                                                    |                                                                                                                     |                                               |
| Compensation for<br>Damage and<br>Loss of<br>Goods ‡                | Legal and<br>Parliamentary<br>Expenses. | Steamboat,<br>Canal, and<br>Harbour<br>Expenses. | Miscellaneous<br>Working Ex-<br>penditure not<br>included in<br>the foregoing. | Total<br>Working<br>Expendi-<br>ture. | Loco-<br>motives.                            | COACHING.                                                           |                                                          | Waggons of<br>all Kinds used<br>for the<br>Conveyance of<br>Live Stock,<br>Minerals, or<br>General<br>Merchandise. | Any other<br>Carriages or<br>Waggons used<br>on the Rail-<br>way, not in-<br>cluded in the<br>preceding<br>Columns. | Total of<br>the five<br>preceding<br>Columns. |
|                                                                     |                                         |                                                  |                                                                                |                                       |                                              | Carriages<br>used for the<br>Conveyance<br>of Passen-<br>gers only. | Other<br>Vehicles<br>attached to<br>Passenger<br>Trains. |                                                                                                                    |                                                                                                                     |                                               |
| £                                                                   | £                                       | £                                                | £                                                                              | £                                     | No.                                          | No.                                                                 | No.                                                      | No.                                                                                                                | No.                                                                                                                 | No.                                           |

NOTE.—This return should be dated and signed by the officer or officers of the company responsible for its correctness.

\* Here insert the Names of the railways included in this statement.

† If the company's accounts are made up to periods differing from the above, the period which this statement embraces should be stated.  
‡ This should not include the length of those lines over which the company have merely "running powers." It should, however, include half the length of "joint lines."

§ In the case of Scotch railways "Fen Duties" should not be included under this head, but under that of "Miscellaneous."  
|| "Legal Expenses" connected with compensation should not be included under these heads, but under that of "Legal and Parliamentary Expenses."

N.B.—This return should include sums paid out of renewal or reserve funds of any kind, and the amounts so paid should be stated under the several heads to which they are applicable. It should not, however, include "interest on loans."

Continued from page 577.

## SCHEDULE TWO.

| Session and Chapter. | Title of Act.                                                                                                                                                                                                             | Extent of Repeal.                                                                                                                                                                                                                    |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 & 4 Vict. c. 97. - | An Act for regulating Railways.                                                                                                                                                                                           | The whole Act, except so much of sections three and four as relates to a table of tolls, rates, and charges, sections seven to nine both inclusive, sections thirteen, fourteen, sixteen to nineteen both inclusive, and twenty-one. |
| 5 & 6 Vict. c. 55. - | An Act for the better regulation of Railways and for the conveyance of Troops.                                                                                                                                            | Sections seven and eight.                                                                                                                                                                                                            |
| 7 & 8 Vict. c. 85. - | An Act to attach certain conditions to the construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament; and for other purposes in relation to Railways. | Sections fifteen and sixteen.                                                                                                                                                                                                        |

## REGULATION OF THE FORCES, 1871.

34 & 35 Vict. Cap. 86. An Act for the better Regulation of the Regular and Auxiliary Land Forces of the Crown; and for other purposes relating thereto (so far as relates to Railways).

[17th August, 1871.]

Power of Government on occasion of emergency to take possession of railroads.

16. When her majesty, by order in council, declares that an emergency has arisen in which it is expedient for the public service that her majesty's government should have control over the railroads in the United Kingdom, or any of them, the secretary of state may, by warrant under his hand, empower any person or persons named in such warrant to take possession in the name or on behalf of her majesty of any railroad in the United Kingdom, and of the plant belonging thereto, or of any part thereof, and may take possession of any plant without taking possession of the railroad itself, and to use the same for her majesty's service at such times and in such manner as the secretary of state may direct; and the directors, officers, and servants of any such railroad shall obey the directions of the secretary of state as to the user of such railroad or plant as aforesaid for her majesty's service.

Any warrant granted by the said secretary of state in pursuance of this section shall remain in force for one week only, but may be renewed from week to week so long as, in the opinion of the said secretary of state, the emergency continues.

There shall be paid to any person or body of persons whose railroad or plant may be taken possession of in pursuance of this section, out of moneys to be provided by parliament, such full compensation for any loss or injury they may have sustained by the exercise of the powers of the secretary of state under this section as may be agreed upon between the said secretary of state and the said person or body of persons, or, in case of difference, may be settled by arbitration in manner provided by "The Lands Clauses Consolidation Act, 1845."

Where any railroad or plant is taken possession of in the name or on behalf of her majesty in pursuance of this section, all contracts and engagements between the person or body of persons whose railroad is so taken

34 & 35 VICT. C. 86. i.

possession of and the directors, officers, and servants of such person or body of persons, or between such person or body of persons and any other persons in relation to the working or maintenance of the railroad, or in relation to the supply or working of the plant of such railroad, which would, if such possession had not been taken, have been enforceable by or against the said person or body of person, shall during the continuance of such possession be enforceable by or against her majesty.

34 & 35 VICT.  
CAP. 86.

For the purposes of this section "railroad" shall include any tramway, whether worked by animal or mechanical power, or partly in one way and partly in the other, and any stations, works, or accommodation belonging to or required for the working of such railroad or tramway.

"Plant" shall include any engines, rolling stock, horses, or other animal or mechanical power, and all things necessary for the proper working of a railroad or tramway which are not included in the word "railroad."

## INDEX TO SUPPLEMENT.

---

*Abandonment of Railways.*—(30 & 31 Vict. c. 127)—Provisions of 13 & 14 Vict. c. 83, as to, to apply to all Companies authorized to make Railways before this session, s. 31.—Abandonment where three-fifths of capital not subscribed, s. 32.—Compensation for damage to land by entry, &c. s. 33.—Cancellation of bonds for completion of railways and release of deposit, s. 34.—Protection for Board of Trade in case of error, s. 35.

*Abandonment of Railways, 1869.*—(32 & 33 Vict. c. 114).—Short title, s. 1.—Interpretation, s. 2.—Construction, s. 3.—Petition for winding up of railway company may be presented under 25 & 26 Vict. c. 89, and 30 & 31 Vict. c. 131, s. 4.—Application of deposit, &c., s. 5.—Transfer of deposit and arrangement of bond, s. 6.—Saving for rights to residue of deposit, s. 7.—Application for abandonment by judgment creditor, s. 8.—Notices under sect. 17 of 13 & 14 Vict. c. 83, s. 9.—Repeal of winding-up sections of 13 & 14 Vict. c. 83, s. 10.

*Accidents—Compensation for.*—(31 & 32 Vict. c. 119)—Arbitration of damages, s. 25.—Examination by Medical Man, s. 26.—(34 & 35 Vict. c. 78.)—Companies to make returns of, to Board of Trade, s. 6.—Inquiry into, and formal investigation in serious cases. s. 7.—Appointment of an Assessor to coroner, s. 8.

*Accounts, Audit, &c.* (31 & 32 Vict. c. 119).—Uniform Accounts to be kept, s. 3, sch. 1, pp. 534 to 542.—Accounts, &c. to be signed, and printed copies distributed, s. 4.—Penalty for falsifying accounts, s. 5.—Examination of officers by inspectors, s. 6.—Application to be supported by evidence, s. 7.—Inspection of Companies' books and property, s. 8.—Result of examination, how dealt with, s. 9.—Power of Company to appoint Inspectors, s. 10.—Auditor not necessarily a shareholder, s. 11.—Auditors of Company, and appointment of auditor by Board of Trade, s. 12.—Issue of preferred and deferred ordinary stock, s. 13.

*Additional Lines.*—Extension of, 5 & 6 Vict. c. 55, ss. 4 to 6, to. 34 & 35 Vict. c. 78, s. 5.

*Agreements between Postmaster-General and Companies as to telegraphs.* 31 & 32 Vict. schedule, p. 516.

*Animals.*—Rules as to infected places not to restrict the moving of any, by railway through an infected place, the same not being stopped therein—30 & 31 Vict. c. 125, s. 23.—Railway Companies to disinfect carriages, boats, &c., 30 & 31 Vict. c. 125, s. 48.

*Arbitration.*—costs of, as to lands—30 & 31 Vict. c. 127, s. 37. — 32 & 33 Vict. c. 18.

INDEX (Supplement to Gen. Rail. Acts, i

- Arbitrations by Board of Trade*—(31 & 32 Vict. c. 119) — Arbitrators appointed by Board of Trade, s. 30.—Remuneration of arbitrators, s. 31.—Cost, &c. of arbitrations, s. 32.—Costs, charges, &c. under Lands Clauses Act to be taken and settled by Master of the Court of Queen's Bench, s. 33.
- Arrangement with Creditors*—(30 & 31 Vict. c. 127)—Preparation and filing of scheme of, s. 6.—Stay of actions, s. 7.—Notice in Gazette, s. 8.—Stay of executions, &c., s. 9.—Assent of mortgagees, &c., s. 10.—Assent by holders of rent charge, &c., s. 11.—Assent by preference shareholders, s. 12.—Assent by ordinary shareholders, s. 13.—Assent by leasing company, s. 14.—Assent of creditors, &c. not affected, unnecessary, s. 15.—Application for confirmation of scheme, s. 16.—Confirmation of scheme, s. 17.—Enrolment and effect of scheme, s. 18.—Notice of confirmation of scheme, s. 19.—Company to keep printed copies of scheme for sale, s. 20.—Provision for cases where railways or part are in Scotland, s. 21.
- Assessor to Coroner*.—Appointment of, 34 & 35 Vict. c. 78 s. 8.
- Audit*—of railway accounts, 30 & 31 Vict. c. 127, s. 30.
- Auditors*—Auditor not necessarily a shareholder—31 & 32 Vict. c. 119, s. 11.—Auditors of Company, and appointment of auditor by Board of Trade. 31 & 32 Vict. c. 119, s. 12.
- Belfast and County Down Railway Company*—may borrow not exceeding £166,000 of the Public Works Loan Commissioners, 31 & 32 Vict. c. 81, s. 5.
- Board of Trade*—may appoint engineer to determine differences between engineers of the London and North Western Railway Company and Harrow Local Board as to the construction of certain works by the Local Board, 30 & 31 Vict. c. 83, s. 15.—Provision as to power of, to authorize abandonment of a railway or part of a railway, 30 & 31 Vict. c. 127, s. 31 to 35.—Appointment by the, of surveyor under 8 and 9 Vict. c. 18, s. 85, to value lands previous to entry of promoters before purchase, 30 & 31 Vict. c. 127, s. 36.
- Board of Trade (Cotton Statistics)*—(31 & 32 Vict. c. 33)—The term "forwarder" to include a Railway Company, s. 2.—Forwarders of cotton to make monthly returns to the, s. 3.—Publication of Information by the, s. 4.—Penalty on forwarder for omission, s. 5.—Orders in council for execution of act, s. 6.
- Board of Trade (Extension of Time)*—(31 & 32 Vict. c. 18)—Power for Company to apply to, for, s. 3.—Application not to be entertained by, unless made with assent of shareholders, s. 4.—May approve of modification of circular to shareholders, s. 5.—Notice of application to, to be published in Gazette and newspapers, s. 12.—The, may by warrant authorise extension of time, s. 13.—To give notice thereof in the Gazette, s. 14.
- Board of Trade (Regulation of Railways)*—(31 & 32 Vict. c. 119)—With consent of Company may alter prescribed form of accounts, s. 3.—A printed copy of accounts to be forwarded to the, s. 4.—May appoint Inspectors to examine into affairs of Company, s. 6.—Application to the, to be supported by evidence, s. 7.—Inspectors to report to the, who may direct how expenses shall be defrayed, s. 9.—Appointment by, of auditors, in addition to auditors appointed
- INDEX (Supplement to Gen. Rail. Acts), ii.



**Board of Trade (Regulation of Railways)**—continued.

by Company, s. 12.—May exempt Railway Companies from obligation to provide smoking compartments, s. 20.—Appointment by of arbitrator to determine compensation for accidents, s. 25.—May by licence authorize construction and working of a light railway, s. 27.—May impose conditions or regulations for a light railway, s. 28.—The regulations of, as to a light railway, to be published, s. 29.—Arbitrations by the, ss. 30 to 32.—Service of requisitions, notices, &c. by, or to the, s. 39.—(34 & 35 Vict. c. 78.)—May appoint Inspectors of Railways, s. 3.—Powers of such Inspectors, s. 4.—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6, to new Works, s. 5.—Returns of Accidents to be made to, s. 6.—May direct inquiry into causes of accidents, s. 7.—Appointment by, of assessor to coroner, s. 8.—Statements of capital, traffic, and working expenditure to be furnished to, by Companies, s. 9.

**Bridgewater Canal**—Postmaster-General may acquire a right of way over, for Telegraphs, 31 & 32 Vict. c. 110, s. 11.

**Canal Companies**—Postmaster-General may acquire a right of way over the Bridgewater Canal for telegraphs, 31 & 32 Vict. c. 110, s. 11.—Over the Grand Junction Canal, 31 & 32 Vict. c. 110, s. 12.—Agreements confirmed, schedule p. 516.—Provision as to payment of costs to, if object of Telegraph Act not carried out.—31 & 32 Vict. c. 110, s. 24.

**Capital**—Statements of, to be furnished by Companies to Board of Trade, 34 & 35 Vict. c. 78, s. 9.—Form of, sch. 1, pp. 573 to 578.

**Carriers**—(Obligations and liabilities of Companies, as)—(31 & 32 Vict. c. 119.)—Liability of Company during sea transit, s. 14.—Fares to be posted in stations, s. 15.—Provision for securing equality of treatment when Railway Company works steam-vessels, s. 16.—Company bound to furnish particulars of charges for goods, s. 17.—Charge where two Railways are worked by one Company, s. 18.—Proceedings in case of non-consumption of smoke, s. 19.—Smoking compartments for all classes, s. 20.—Railway Companies to be liable to penalties in case they shall provide trains for prize-fights, s. 21.

**Cattle Disease (Ireland)**, 1870,—(33 & 34 Vict. c. 36).—Railway companies to cleanse and disinfect, &c. s. 3.—Water and food to be provided by railway companies, s. 4.

**Charges for Goods, &c.**—Company bound to furnish particulars of—31 & 32 Vict. c. 119, s. 17.—When two railways are worked by one company, 31 & 32 Vict. c. 119, s. 18.

**Church Doors**—Notice of application to Board of Trade for warrant for extension of time to be given on, 31 & 32 Vict. c. 18, s. 12.

**Company**—(34 & 35 Vict. c. 78.)—Interpretation of term s. 2.—Board of Trade may direct notices of accidents to be sent by Telegraph, s. 6.—To furnish annually to Board of Trade statements of capital, traffic, and working expenditure, s. 9.—Forms of Return, sch. 1, pp. 573 to 578.

**Companies Clauses Amendment**, 1869,—(32 & 33 Vict. c. 48.)—Amendment of Part 3 of 26 & 27 Vict. c. 18, as to rate of interest on debenture stock, s. 1.—Reduction on rate of interest on debenture

INDEX (Supplement to Gen. Rail. Act-), iii.

*Company Clauses Amendment, 1869*—continued.

stock already authorised, s. 2.—Power to issue debenture stock subject to Part 3 of 26 & 27 Vict. c. 118, s. 3.—Advances to meet debentures falling due, s. 4.—Power to issue shares or stock at discount, s. 5.—Power to issue residue of original or other capital at discount, s. 6.—Restriction on issuing at discount shares or stock already authorized, s. 7.—Act not to affect provisions as to capital upon which the dividend is limited, s. 8.—Short title, s. 9.

*Compensation*—To owners of lands, for additional damage by extension of time, 31 & 32 Vict. c. 18, s. 15.

*Compensation for Accidents*—(31 & 32 Vict. c. 119)—Arbitration of damages, s. 25.—Examination by medical men, s. 26.

*Contagious Diseases (Animals)*,—(32 & 33 Vict. c. 70).—Provision by railway company of wharves, lairs, sheds, markets, houses, or places, s. 30.—Prohibition of transport by railway of diseased animals, s. 57.—Railway company to disinfect carriages, &c. s. 62.—Water and food to be provided at railways, s. 64.—Appearance by railway company in proceedings before justices, s. 107.

*Contracts*—for the taking of lands not to be affected by warrant for extension of time, 31 & 32 Vict. c. 18, s. 16.

*Conveyance by Railway*—of the Reserve Force, their baggage, stores, arms, &c., 30 & 31 Vict. c. 110, s. 18.—Of animals through an infected place, 30 & 31 Vict. c. 125, s. 23.

*Coroner*—Appointment by Board of Trade of assessor to. 34 & 35 Vict. c. 78, s. 8.

*Cotton Statistics*—(31 & 32 Vict. c. 33).—Short title s. 1.—the term forwarder to include a Railway Company, s. 2.—Forwarders of cotton to make monthly returns to Board of Trade, s. 3.—Publication of information, s. 4.—Penalty, s. 5.—Orders in Council for execution of Act, s. 6.

*Court of Chancery*—(30 & 31 Vict. c. 127)—Application to, for appointment of a receiver or manager, s. 4.—Filing in the, by Company of a scheme of arrangement with creditors, s. 6.—Stay of actions by, s. 7.—Stay of Executions, &c., without leave of the, s. 8.—Application to, for confirmation of scheme, s. 18.—May confirm the scheme, s. 17.—Enrolment of scheme in the, s. 18.—General orders for regulation of practice in, s. 22.—May order payment or transfer or relief of deposits on certificate of Board of Trade that warrant for abandonment has been granted, s. 34.

—Where the principal office of company is in Scotland and part of railway in England, no execution to issue in England without leave of the, 30 & 31 Vict. c. 126, s. 21.

*Court of Common Pleas*.—The umpire, in any arbitration between the Post-master General and any railway company shall in default of appointment by the arbitrators be nominated by the Chief Justice of the 31 & 32 Vict. c. 110, s. 9. par. 11.

*Court of Queen's Bench*—Settlement by one of the masters of the, of costs of arbitrations as to land, 30 & 31 Vict. c. 127, s. 37.—Costs, charges, &c., incident to questions of compensation for lands may be taken by the masters of the, 31 & 32 Vict. c. 119. ss. 33, 46.

*Court of Summary Jurisdiction*.—(34 & 35 Vict. c. 78).—Interpretation of term, s. 2.—Powers of, s. 7.—Disobedience to, or obstruction of, s. 11.

INDEX (Supplement to Gen. Rail. Acts), iv

- Debiture Stock*—Stamp Duty on Transfers of, 31 & 32 Vict. c. 124, s. 12.
- Deviation Line*.—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6, to. 34 & 35 Vict. c. 78, s. 5.
- Executions against Company*—(30 & 31 Vict. c. 127).—Restriction on, against personal property, s. 4.—Determination of questions respecting, s. 5.—Stay of, after filing of scheme of arrangement, without leave of the Court of Chancery, s. 9.—Provision for cases where railways or part in Scotland, s. 21.
- Extension of Time*—(31 & 32 Vict. c. 18).—Short Title, s. 1.—Interpretation of terms, s. 2.—Power for Company to apply to Board of Trade for extension of time, s. 3.—Application only with assent of shareholders, s. 4.—Circular to shareholders, s. 5, and schedule, p. 435.—Mode of signification of assent and dissent, s. 6.—Meeting to elect scrutineers, s. 7.—Ascertainment of assents and dissents, s. 8.—What shares only to be reckoned, s. 9.—Adjournment on application of scrutineers, s. 10.—Decision of scrutineers to be final, s. 11.—Notice of application in Gazette, &c. s. 12.—Extension of time by warrant of Board of Trade, s. 13.—Notice of warrant in Gazette, s. 14.—Compensation for extension of time, s. 15.—Saving for contracts and notices before act, s. 16.—(31 & 32 Vict. c. 119).—Where notice in writing under the 31 & 32 Vict. c. 18, for extension of time is received by the Board of Trade before 1st September, 1868, and the application is duly made within the prescribed period, then a warrant of the Board of Trade, extending the time, although issued after the expiration thereof, shall have effect as if it had been previously issued, s. 46.
- Fares*—list of, to be exhibited in stations, 31 & 32 Vict. c. 119, s. 15.—Tickets to have the amount of, charged for conveyance by steam vessels distinguished from the amount charged for conveyance by railway, 31 & 32 Vict. c. 119, s. 16.
- Gazette*—Interpretation of term, 31 & 32 Vict. c. 18, s. 3.—Notice of application to Board of Trade for warrant of extension of time to be inserted in the, 31 & 32 Vict. c. 18, s. 12.—Notice of warrant of Board of Trade granting extension of time to be given in the, 31 & 32 Vict. c. 18, s. 14.—Orders in Council relative to cotton statistics to be published in, 31 & 32 Vict. c. 33, s. 6.
- Government*—Power of, on occasion of emergency, to take possession of Railways, 34 & 35 Vict. c. 86, s. 13.
- Grand Junction Canal*—Post-master General may acquire a right of way over the, for telegraphs, 31 & 32 Vict. c. 110, s. 12.
- Greenwich Hospital*—Amendment of Register of Hexham and Alldendale Railway as to, 32 & 33 Vict. c. 44, s. 14.
- Hexham and Alldendale Railway*—Amendment of register of, as to Greenwich Hospital, 32 & 33 Vict. c. 44, s. 14.
- Inspectors* (31 & 32 Vict. c. 119)—Board of Trade may appoint, to examine into affairs of company, s. 6.—Application to be supported by evidence, s. 7.—Inspection of Company's books and papers, s. 8.—Result of examination, how dealt with, s. 9.—Power of company to appoint inspectors, s. 10.
- Inspection of Railways* (34 & 35 Vict. c. 78)—Board of Trade may appoint Inspectors of Railways, s. 3.—Powers of Inspectors, s. 4.—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6, to new works, s. 5.—Obstruction of, s. 11.

*Junctions*—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6 to. 34 & 35 Vict. c. 78, s. 5.

*Labouring Classes*—the 29 & 30 Vict. c. 28 amended, as to the meaning of certain terms, and in the cases of advances to a Company by the Public Works Loan Commissioners the provisions varied as to mortgage of uncalled-up capital, 30 & 31 Vict. c. 20.

*Lands*—Amendment, as to Railway Companies, of sect. 85 of 8 & 9 Vict. c. 18. 30 & 31 Vict. c. 127, s. 38.—Costs of arbitrations as to, 30 & 31 Vict. c. 127, s. 37.—Authority for abandonment of railway not to affect the right of owner of, to compensation for temporary occupation, &c., of lands, 30 & 31 Vict. c. 127, s. 33.—Determination of questions of disputed compensation as to lands in Westminster, 32 & 33 Vict. c. 18, s. 3.

*Lands*—(31 & 32 Vict. c. 18)—Application to Board of Trade for warrant for extension of time for the purchase of, s. 3.—Application not to be entertained unless made with the assent of shareholders, s. 4.—Notice of application to be published in Gazette and newspapers, s. 12.—The Board of Trade may by warrant grant extension of time, s. 13.—To give notice of warrant in the Gazette, s. 14.—Compensation to owners of, for additional damage by extension of time, s. 15.—Contracts for the taking of, not to be affected by extension of time, 31 & 32 Vict. c. 18, s. 16.—Disputed questions as to costs, charges, &c., incident to any arbitration under the Lands Clauses Act to be settled by the masters of the Queen's Bench, 31 & 32 Vict. c. 119, s. 33.—Questions of disputed compensation as to lands may be heard by Superior Courts at Westminster, 31 & 32 Vict. c. 119, ss. 41, 42, 43.

*Lease*—Power to Postmaster-General to lease property acquired by him, 31 & 32 Vict. c. 110, s. 14.

*Level Crossings*—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6 to. 34 & 35 Vict. c. 78, s. 5.

*Light Railways* (31 & 32 Vict. c. 119)—Order for construction and working of a railway as a light railway, s. 27.—Conditions and regulations for, s. 28.—Publication of regulations, s. 29.

*Loan Capital* (30 & 31 Vict. c. 127)—Priority of mortgagees, s. 23.—Power to issue debenture stock subject to Part 3 of 26 & 27 Vict. c. 118, s. 24.—Restriction on rate of interest on debenture stock already authorized, s. 25.—Advances to meet debentures falling due, s. 26.

*London and North Western Railway Company*—The Harrow Local Board of Health to execute certain works to the satisfaction of the principal engineer of the railway company, any differences to be determined by an Engineer to be appointed by the Board of Trade, 30 & 31 Vict. c. 83, s. 15.

*Meeting of Company*—To authorize applications to Board of Trade for warrant of extension of time, 31 & 32 Vict. c. 18, ss. 4 to 11.—Preliminary to application for act or certificate, 31 & 32 Vict. c. 119, s. 5.—Repeal of last mentioned provision, 32 & 33 Vict. c. 6.

*Municipal Franchise*—Proprietors of shares in railway companies not to be thereby disqualified as contractors from election to municipal offices—32 & 33 Vict. c. 55, s. 5.

*Newspapers*—Notice of application to Board of Trade for warrant for extension of time to be given in, 31 and 32 Vict. c. 18, s. 12.—Power of Postmaster-General to enter into special agreements with proprietors of, respecting telegraphs, 31 & 32 Vict. c. 110, s. 16.

INDEX (Supplement to Gen. Rail. Acts), vi.

*New Works*—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6 to. 34 & 35 Vict. c. 78, s. 5.

Power of Postmaster-General to enter into special agreements with proprietors of, respecting telegraphs, 31 & 32 Vict. c. 110, s. 16.

*Officers and Clerks of Telegraph Companies*—In what cases to be entitled to compensation for loss of employment, 31 & 32 Vict. c. 110, s. 8, par. 7.

*Ordinary Stock*—Issue of, preferred and deferred, 31 & 32 Vict. c. 119, s. 13.

*Pillar Letter Boxes*—May be appointed places of deposit of telegraphic messages, 31 & 32 Vict. c. 110, s. 19.

*Port Patrick Railway Company*—May borrow £153,000 of the Public Works Loan Commissioners, 31 & 32 Vict. c. 81, s. 3. —Treasury to pay the, a sum of £20,000 by way of free grant, 31 and 32 Vict. c. 81, s. 7.

*Postmaster-General (Telegraphs)*—(31 & 32 Vict. c. 110).—The term "the company" in 26 & 27 Vict. c. 112, to mean the, s. 2. —The word "land" to include property purchased or acquired by the, s. 3. —Power to, to purchase undertakings of telegraph companies, s. 4; —Power to telegraph companies to sell their undertakings to, s. 5. —Acts, &c., to be construed as if the, had been named therein, instead of such companies, s. 6. —Companies may require the, to purchase their undertakings under certain circumstances, s. 7. —Provision as to purchase by, of certain specified undertakings, s. 8. —The, to enter into contracts with certain railway companies, s. 9. —Application of sums received by Reuter's Telegraph Company by virtue of agreement with, s. 10. —The, may acquire a right of way over the Bridgewater Canal, s. 11. —The, may acquire a right of way over the Grand Junction Canal, s. 12. —The agreements with the, in schedule confirmed, s. 13. —The, with consent of treasury, may lease any part of property purchased, s. 14. —The, with consent of treasury, may make regulations for conduct of business and charges, s. 15. —The, with consent of treasury, may enter into special agreements with proprietors of newspapers, s. 16. —The payments to the, for telegraphic messages to be made by means of stamps, s. 18. —Power to appoint offices for depositing messages, s. 19. —Punishment for disclosing or intercepting messages, s. 20. —Property in messages to be laid in the, s. 21. —The, to pay rates, &c., s. 22. —Copies of regulations to be laid before parliament, s. 23. —Provision as to payment of costs to railway and telegraph companies if objects of Act not carried out, s. 24. —Schedule of agreements confirmed, p. 516.

*Post Office*—(31 & 32 Vict. c. 119).—Special trains exclusively for post office, s. 36. —Service of requisitions to or by the, s. 37.

*Privy Council*—Orders of, relating to cotton statistics, 31 & 32 Vict. c. 33, s. 6.

*Prize Fights*—Penalty on company providing trains for, 31 & 32 Vict. c. 119, s. 21.

*Public Works Loan Commissioners*—Extension by the, with approval of treasury, of time for repayment of temporary advances to Railway Companies in Ireland, 30 & 31 Vict. c. 138, s. 2; 31 & 32 Vict. c. 94, s. 2. —In cases of advances to company part of whose capital is

INDEX (Supplement to Gen. Rail. Acts), vii.

*Public Works Loan Commissioners*—continued.

unpaid the, may dispense with a mortgage of such capital remaining uncalled up, 30 & 31 Vict. c. 28, s. 3. —May advance £163,000 to the Port Patrick Railway Company, and £166,000 to the Belfast and County Down Railway Company, 31 & 32 Vict. c. 81, s. 3. 5.

*Railways*—Power of Government, on occasions of emergency, to take possession of, 34 & 35 Vict. c. 86, s. 16.

*Railway Companies, 1867*—(30 & 31 Vict. c. 127).—Short title, s. 1.—Extent of Act, s. 2.—Interpretation of terms, s. 3.—Restriction on execution against personal property of company, s. 4.—Determination of questions respecting executions, s. 5.—Preparation and filing of scheme of arrangement, s. 6.—Stay of actions, s. 7.—Notice in Gazette, s. 8.—Stay of executions, s. 9.—Assent by mortgagees, &c., s. 10.—Assent by holders of rentcharge, &c., s. 11.—Assent by preference shareholders, s. 12.—Assent by ordinary shareholders, s. 13.—Assent by leasing company, s. 14.—Assent of creditors, not affected, unnecessary, s. 15.—Application for confirmation of scheme, s. 16.—Confirmation of scheme, s. 17.—Enrolment and effect of scheme, s. 18.—Notice of confirmation of scheme, s. 19.—Company to keep printed copies of scheme for sale, s. 20.—Provision for cases where railways or part in Scotland, s. 21.—General orders for regulation of practice in Court of Chancery, s. 22.—Priority of mortgages, s. 23.—Power to issue debenture stock, subject to part 3 of 26 & 27 Vict. c. 18, s. 24.—Restriction on rate of interest on debenture stock already authorized, s. 25.—Advances to meet debentures falling due, s. 26.—Power to issue shares or stock at discount, s. 27.—Power to issue residue of original and other capital, s. 28.—Restriction on issuing at discount of shares or stock already authorized, s. 29.—Audit of railway accounts, s. 30.—Provisions of 13 & 14 Vict. c. 83, as to abandonment of railways to apply to all companies authorized to make railways before this session, s. 31.—Abandonment where three-fifths of capital not subscribed, s. 32.—Compensation for damage to land by entry, &c., s. 33.—Cancellation of bonds for completion of railways, and release of deposit, s. 34.—Protection for Board of Trade in case of error, s. 35.—Amendment as to railway companies of sect. 85 of 8 & 9 Vict. c. 18, s. 36.—Costs of arbitrations as to lands, s. 37.—Sect. 4 amended by 31 & 32 Vict. c. 71, s. 1.

*Railway Companies Meetings*—Repeal of provisions relating to approval of bills and certificates—32 & 33 Vict. c. 6.

*Railways, Cotton Statistics*—(31 & 32 Vict. c. 33). Short title, s. 1.—The term "forwarder" to include a railway company, s. 2.—Forwarders of cotton to make monthly returns to the Board of Trade, s. 3.—Publication of information, s. 4.—Penalty s. 5.—Orders in Council for execution of Act, &c., s. 6.

*Railways, Extension of Time*—(31 & 32 Vict. c. 18).—Short Title, s. 1.—Interpretation of Terms, s. 2.—Power for Company to apply to Board of Trade for extension of time, s. 3.—Application only with assent of shareholders, s. 4.—Circular to shareholders, s. 5, & schedule, p. 485.—Mode of signification of assent or dissent, s. 6.—

INDEX (Supplement to Gen. Rail. Acts), viii,

*Railways, Extension of Time*—continued.

Meeting to elect scrutineers, s. 7—Ascertainment of assents or dissents, s. 8—What shares only to be reckoned, s. 9—Adjournment on application of scrutineers, s. 10—Decision of scrutineers to be final, s. 11—Notice of application in Gazette, &c., s. 12—Extension of time by warrant of Board of Trade, s. 13—Notice of warrant in Gazette, s. 14—Compensation for extension of time, s. 15—Saving for contracts and notices before act, s. 16—Where notice in writing under the 31 & 32 Vict. c. 119 for extension of time is received by the Board of Trade before the 1st September, 1868, and the application is duly made within the prescribed period, then a warrant of the Board of Trade extending the time, although issued after the expiration thereof, shall have effect as if it had been previously issued. 31 & 32 Vict. c. 119, s. 46.

*Railways (Powers and Construction)*, 1870,—33 & 34 Vict. s. 19.—Short title, s. 1.—Part of recited acts repealed, s. 2.—Powers of Board of Trade where notice of opposition lodged, s. 3.—Confirmation of provisional certificate by act of parliament, s. 4.—Sect. 33 of 27 & 28 Vict. c. 121, repealed, s. 5.—Amendment of Part 4 of the schedule to 27 & 28 Vict. c. 121, s. 6.—*Schedule*—Notice of opposition, and time for lodging the same.

*Railways, Regulation of*—(31 & 32 Vict. c. 119)—Preliminary, ss. 1, 2—Accounts, audit, &c., ss. 3 to 13—Obligations and liabilities of companies as carriers, ss. 14 to 21—Provisions for safety of passengers, ss. 22 to 24—Compensation for accidents, ss. 25, 26—Light Railways, ss. 27 to 29—Arbitrations by Board of Trade, ss. 30 to 33—Miscellaneous, ss. 34 to 47—Schedule 1, Forms of account, pp. 534 to 542—Sch. 2, Acts repealed, p. 543.—(34 & 35 Vict. c. 78.)—Preliminary, ss. 1, 2.—Inspection of Railways, ss. 3 to 5.—Accidents, ss. 6 to 8.—Railway Statistics, ss. 9, 10.—Miscellaneous, 11 to 18.—Schedule 1, Forms of Returns, pp. 573 to 578.—Schedule 2, acts repealed, p. 579.

*Railway Statistics*—(34 & 35 Vict. c. 78.)—Companies to furnish statements of capital, traffic, and working expenditure, s. 9.—Penalty for false returns, s. 10.

*Railways (Telegraph)*—(31 & 32 Vict. c. 110)—Railway companies included in provision as to sale, &c., as to their telegraphs, s. 7—Postmaster-General to enter into contracts with certain railway companies, s. 9—Provision as to payment of costs to railway companies if objects of act not carried out, s. 24—Schedule of agreements confirmed, p. 516.

*Railways Traverse*—(31 & 32 Vict. c. 70)—Short title, s. 1—Provision for trial in Ireland of traverses in counties other than that in which lands are situate, s. 2—When application for trial of traverse to be made, s. 3—Construction of acts, s. 4—Jurisdiction out of term time, s. 5.

*Railway Companies in Ireland*—the 7 & 8 Vict. c. 85 amended as to Ireland, *viz.* Power of Treasury to call for accounts of any Railway Company, 30 Vict. c. 104, s. 1; and to appoint persons to inspect accounts of Railway Companies, 30 & 31 Vict. c. 104, s. 2—Extension of period for repayment of advances made them, 30 & 31 Vict. c. 138, s. 2.—Amendment of the 14 & 15 Vict. c. 70, 23 & 24 Vict. c. 97, and 27 & 28 Vict. c. 71, as to the trial of traverses, 31 & 32 Vict. c. 70.

INDEX (Supplement to Gen. Rail. Acts), ix.

- Rates**—Postmaster-General to pay in respect of property acquired by him, 31 & 32 Vict. c. 110, s. 22.
- Rating**—Voting of companies as ratepayers, 30 & 31 Vict. c. 106, s. 10.  
—Assessment of, and demand of rate from a company, 31 & 32 Vict. c. 122, s. 40.
- Receiver, or Manager**—Appointment of, by Court of Chancery, 30 & 31 Vict. c. 127, s. 4.
- Repeal of Acts**, 34 & 35 Vict. c. 78, s. 17.
- Reserve Force**—Conveyance of by railway, 30 & 31 Vict. c. 110, s. 16.
- Scrutineers**—(31 & 32 Vict. c. 18)—Election of, by meeting called to authorise application to Board of Trade for warrant for extension of time, s. 7—To ascertain and record the proportion of capital held by shareholders assenting or dissenting, s. 8—What shares only to be reckoned by, s. 9—On application of, the chairman may adjourn the meeting for the purpose of receiving their report, s. 10—The decision of, to be final, s. 11.
- Sea Transit**—Liability of company during, 31 & 32 Vict. c. 119, s. 14  
—Provision for securing equality of treatment when Railway Company works steam vessels, 31 & 32 Vict. c. 119, s. 16.—Limitation of liability of companies on sea voyages in certain cases, 34 & 35 Vict. c. 78 s. 12.
- Secretary of State**—In case of emergency may, by warrant, take possession of Railways, 34 & 35 Vict. c. 86, s. 16.
- Share Capital**—Power to issue shares or stock at discount, s. 27—Power to issue residue of original or other capital at discount, s. 28—Restriction on issuing at discount of shares or stock already authorized, s. 29—Audit of railway accounts, s. 30.
- Shareholders**—Assent of, to application to Board of Trade for warrant of extension of time, 31 & 32 Vict. c. 18, ss. 4 to 11.
- Shareholders' Address Book**—Copies to be printed yearly, 31 & 32 Vict. c. 119, s. 34.
- Smoke**—Proceedings in case of non-consumption of, by locomotive engines, 31 & 32 Vict. c. 119, s. 19.
- Smoking Compartments**—To be provided for all classes, 31 & 32 Vict. c. 119, s. 20.
- Stamp Duties**—Granting of, on letters of allotment, scrip certificates, scrip, &c., 30 & 31 Vict. c. 90, ss. 20, 21—Payments to Postmaster-General for telegraphic messages to be made by means of stamps, 31 & 32 Vict. c. 110, s. 18—Duty of, on transfers of debenture stock, 31 & 32 Vict. c. 124, s. 12.
- Stations**—Extension of 5 & 6 Vict. c. 55, ss. 4 to 6 to. 34 & 35 Vict. c. 78, s. 5.
- Steam Vessels**—Tickets to have the amount charged for conveyance by, distinguished from amount charged for conveyance by railway, 31 & 32 Vict. c. 119, s. 16.
- Stones on Railway Carriages, &c.**—Punishment of juvenile offenders for casting, 34 & 35 Vict. c. 78, s. 18.
- Telegraph**—When notice of accidents may be sent to Board of Trade by, 34 & 35 Vict. c. 78, s. 6.
- Telegraphs**—(31 & 32 Vict. c. 110)—Preliminary, ss. 1 to 3—Purchase, s. 4—Sale, ss. 5 to 10—Canal companies, &c., ss. 11 to 24—Schedule of agreements confirmed, p. 516.
- INDEX (Supplement to Gen. Rail. Acts), x.



- Traffic*—Statements of, to be furnished by companies to Board of Trade, 34 & 35 Vict. c. 78, s. 9.—Form of, sch. 1, pp. 573 to 578.
- Tramway* included in the term *Railway*—34 & 35 Vict. c. 78, s. 2; 34 & 35 Vict. c. 86, s. 16.
- Transfer of Debenture Stock*—Stamp duty on, 31 & 32 Vict. c. 124, s. 12.
- Treasury*—Power to, to call for accounts of any railway company in Ireland, 30 & 31 Vict. c. 104, s. 1; and to appoint persons to inspect accounts of railway companies in Ireland, 30 & 31 Vict. c. 104, s. 2.—Power to, to cancel and deliver up bonds for completion of railways where a warrant for abandonment is granted, 30 & 31 Vict. c. 127, s. 34.—Approval of the, to extension of time for repayment of loans by Public Works Loan Commissioners to railway companies in Ireland, 30 & 31 Vict. c. 138, s. 2.
- Treasury*—May issue £320,000 out of the Consolidated Fund to the Public Works Loan Commissioners for the purpose of loans to the Portpatrick and Belfast and County Down Railway Companies, 31 & 32 Vict. c. 81, s. 1.—May pay the Portpatrick Company the sum of £20,000 by way of free grant, 31 & 32 Vict. c. 81, s. 7.
- Trespasses on Railways*—Penalty for, 34 & 35 Vict. c. 78, s. 14.
- Voting*—Of companies as ratepayers, 30 & 31 Vict. c. 106, s. 10.
- Warrant of Board of Trade*—Granting extension of time for completion of railway and works, or purchase of lands, 31 & 32 Vict. c. 18, s. 12.—Notice of, to be given in Gazette, 31 & 32 Vict. c. 18, s. 13.
- Westminster*—Question of disputed compensation respecting lands in—32 & 33 Vict. c. 18, s. 3.
- Working Expenditure*—Statement of, to be furnished by companies to Board of Trade, s. 9.—Forms of, sch. 1, pp. 573 to 578.

# **WATERLOW AND SONS, Wholesale and Export Stationers**

**AND ENVELOPE MANUFACTURERS,**

**Contractors with Her Majesty's Stationery Offices and the  
Principal Railway Companies in England.**

**Parliamentary Offices :**

**49, PARLIAMENT STREET, WESTMINSTER.**

**Printing Offices, Factories, & Shipping Departments :**

**60, 65 TO 68, AND CARPENTERS' HALL, LONDON WALL,  
AND 21 TO 25, GREAT WINCHESTER STREET,**

**City Offices :**

**24 AND 25, BIRCHIN LANE, CORNHILL.**



**PARIS, 1855.**



**LONDON, 1862.**

## **WRITING PAPERS.**

The Warehouses of Messrs. W. & S. contain the largest and most varied assortment of Writing, Drawing, and Tracing Papers in England. In addition to the Papers of superfine quality manufactured by themselves and other first-class makers, Messrs. W. have in stock most of the inferior makes, and are in a position to offer them at prices far lower than they are generally quoted.

## **ACCOUNT BOOKS.**

A selection of Account Books may be made from a stock of many hundred Books, containing almost every variety of Ruling and Binding.

## **MANUFACTURED STATIONERY.**

W. & S. have also a large stock consisting of every description of manufactured Stationery, including Envelopes, Copying Presses, Stationery Cases, &c., &c.

# Letter Press and Lithographic Printing.

MINUTES OF EVIDENCE PRINTED FROM SHORT-HAND TRANSCRIPT,  
And supplied to counsel at an early hour on the following morning.

PRIVATE BILLS, BOOKS OF REFERENCE,  
APPEAL CASES, BILLS IN CHANCERY,  
PROSPECTUSES OF PUBLIC COMPANIES, &c., PRINTED.

Parliamentary Plans and Sections Lithographed for Deposit,

PLANS OF ESTATES,

*Specifications, Bills of Quantities, &c., Lithographed.*

PLANS COPIED, ENLARGED OR REDUCED,

PLANS AND DIAGRAMS FOR COMMITTEE ROOMS.

## Law Stationery.

MINUTES OF EVIDENCE

PARLIAMENTARY BILLS AND PROCEEDINGS,

ABSTRACTS OF TITLE,

OFFICIAL AND PRIVATE PAPERS,

CORRESPONDENCE, &c., COPIED.

*A Large Establishment of Copying Clerks always on the Premises.*

## Engraving.

BANKERS' CHEQUES, CERTIFICATES OF SHARES,

BILLS OF EXCHANGE,

Letters of Credit, Letter Headings, &c., Engraved.

Seals for Public Companies, and Corporate

Bodies Engraved,

DRAFT REFERENCE BOOKS & REFERENCE PAPER,

LEVELLING BOOKS, &c.

FORMS FOR NOTICES TO OWNERS AND OCCUPIERS

LISTS OF ASSENTS, &c.

*The Establishments of Messrs. W. & S. being now united by Electric Telegraph, instructions given, or inquiries made at any of their Branches, are, when requisite, instantaneously transmitted to their Factories or Printing Offices.*



**MR. BIGG'S EXPURGATED EDITION OF PUBLIC STATUTES.**

**BOUNDARY AND REGISTRATION, 1868.** The Boundary, Registration, and Parliamentary Elections Acts, 1868, with a complete Series of the enactments passed in 1866 amending the English Reform Act of 1867, with reference to Disfranchisement, Boundaries, Registration, the Election of the New Parliament, and the Trial of Election Petitions, with Copious Index. 8vo. 2s.

**CLAYERS CONSOLIDATION ACTS, 1845—1866.** Collection of Public General Statutes Consolidating Provisions usually introduced into Acts relating to Cemeteries; Commissioners; Companies; Harbours; Docks and Piers; Lands; Markets and Fairs; Railways; Telegraphs; Towns' Improvement; Towns' Police; and Waterworks, with a copious Index. *Second Edition*, with the amending enactments complete to the close of 1866. 12mo, cloth, 1866, 12s.

**CRIMINAL LAW CONSOLIDATION, 1861—1868.** The Public General Statutes passed in 1861 consolidating the Criminal Law of England and Ireland with reference to Accessories and Abettors, Outrage Offences, Forgery, Larceny, Malicious Injuries to Property, and Offences against the Person. *Second Edition*, with the amending enactments complete to the close of Sess. 1868, and a copious Index. 12mo, cloth, 1868, 5s.

**GENERAL RAILWAY ACTS, 1830—1866.** A Collection of the General Railway Acts for the Regulation of Railways in England and Ireland, including the Companies, Lands, and Railways Clauses Consolidation Acts. *Tenth Edition*, with the Amending Enactments complete to the close of 1866. 12mo, cloth, 1866, 12s.

**GENERAL RAILWAY ACTS, 1867—1870.** Supplement to the Tenth Edition of the General Railway Acts, containing the enactments affecting Railways in England and Ireland passed in 1867, 1868, 1869 and 1870, with Index. 12mo, 2s. 6d.

**RAILWAYS IN SCOTLAND, 1830—1861.** The General Acts for the Regulation of Railways in Scotland, including the Companies, Lands, and Railways Clauses (Scotland) Acts, with the Amending Enactments complete to the close of 1861, and a copious Index. *Fifth Edition*, 12mo, cloth, 1862, 6s.

**REFORM AND REGISTRATION ACTS, 1832—1867.** The Acts for amending the Representation of the People, with the Statutes relating to the Registration of Voters, and the other Acts amending or affecting the same, containing 24 Statutes, forming a complete Series of enactments relating to the Parliamentary Franchise and the Registration of Voters in England and Wales, with a copious Index. 12mo, cloth, 1867, 5s.

**STANDING ORDERS FOR SESS. 1871.** The Standing Orders of the Lords and Commons relative to Private Bills, with Appendix containing Tables of Fees charged at the House of Commons, Standing Orders relative to Public matters, and other Information necessary to the Promoters and Opponents of Bills, and with copious Indexes. 12mo, cloth, 1870, 5s.

\*.\* Copies of the above will be forwarded by Book Post upon enclosing the Price in Stamps to the Publishers, Messrs. WATKINSON & SONS, 40, Parliament Street, Westminster.

